Trade and Industry

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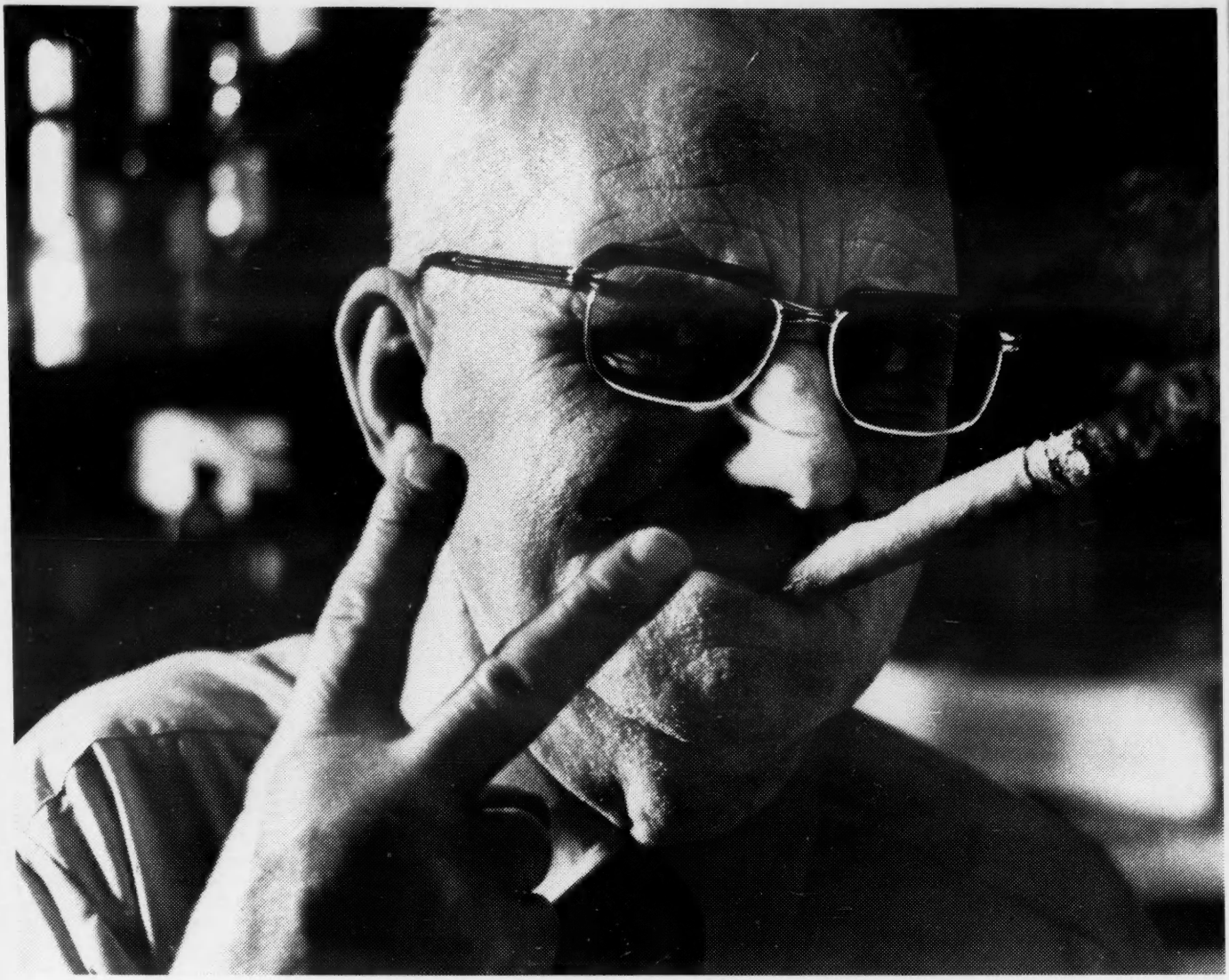

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Front cover photograph

An aerial view of part of the Port of London Authority's Tilbury Docks. A £30 million development plan, specially designed to take advantage of new cargo handling methods, has been in operation at the Port of London over the past seven years. An article on the Port of London – Britain's premier port – appears in this week's issue.

Index to Statistics published regularly in TRADE and INDUSTRY incorporating the Board of Trade Journal

A = annually; M = monthly; Q = quarterly; 6-M = every six months.

All dates before October 21, 1970, refer to articles in the *Board of Trade Journal*.

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Air transport:	
Aircraft noise at Heathrow and Gatwick airports (Q)	18 Nov. 1970
Air miss reports (A)	1 April 1970
Mileage and traffic (A)	29 April 1970
Trade by air (6-M)	30 Sept. 1970
Balance of payments:	
Civil aviation (Q)	28 Oct. 1970
Trends in invisible transactions (Q)	16 Dec. 1970
UK balance of payments (Q)	23 Dec. 1970
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Business names registered (A)	8 April 1970
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Distributive and service trades (A)	12 Aug. 1970
Industry's capital expenditure (Q)	16 Dec. 1970
Industry's investment intentions (3 times a year)	14 Oct. 1970
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Chemicals industry (Q)	11 Nov. 1970
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British Film Fund Agency returns (M)	14 Oct. 1970
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Average prices of selected commodities (A)	23 Feb. 1970
Index nos. (M)	23 Dec. 1970

Department of Trade and Industry Organizations, etc.

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DTI addresses (former BOT offices)	19 Aug. 1970
DTI Regional Directors (Export)	7 Oct. 1970
British Commercial representatives overseas	7 Oct. 1970
Customs notices of interest to exporters	9 Dec. 1970
Directory of DTI (formerly BOT) departments and their work	8 April 1970
ECGD local offices	23 Dec. 1970
Half-yearly index – July to October 1970	9 Dec. 1970
Official receivers' offices	20 May 1970
Programme of trade promotions	4 Nov. 1970
Release of dates of economic statistics	23 Dec. 1970

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It's surprising that a firm from these damp islands should be a world leader in irrigation systems. To find out why, we went to Hampshire to talk to Mr W.T.A.R. (above left), chairman and managing Director of a company which is aiming to sell £4½ million-worth of irrigation equipment this year – over 90% of it in countries overseas.

Interviewer: How did you first get into irrigation?

W.T.A.R: Our founder started in 1953 at the farm we had down the road, making sprinklers for our own use. This New Forest soil does need watering, and the equipment available at that time wasn't much good. We developed our own range of equipment and began selling to other farmers, and since then we've never stopped expanding.

When did exporting come into the picture?

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You do more than just make and ship the equipment?

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Have you gone beyond Africa now?

W.T.A.R: All over the world. Our biggest outlets so far have been for general crops in the Caribbean. One project alone called for 825 pumps and 1,700 miles of tube. But apart from the turnkey jobs we have a big general trade – smaller orders for individual farmers. Our best markets for these are in Northern Europe: Holland, Denmark, Finland, Sweden and we've subsidiary companies in France, Spain and South Africa.

Very impressive build-up: has ECGD helped you do it?

W.T.A.R: We couldn't operate overseas without ECGD. We'd have a job to finance turnkey projects through the banks without ECGD long-term financial guarantees. Then there are political risks in some markets: ECGD cover us against not getting paid because of upheavals we couldn't anticipate. And the cover against default is very important to us. If ECGD will give cover, you're on a safe bet. If ECGD argue, you need to have another look at what you're doing.

All in all, you've done very well?

W.T.A.R: We were up to £1 million in 1965. We should do £4½ million in 1970.

And by 1975?

W.T.A.R: We shall keep on expanding.

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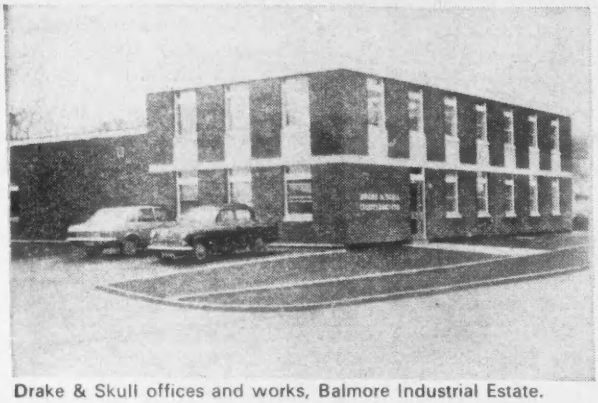

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1971 — a year of challenge and opportunity

A New Year message to industry from Mr. John Davies, Secretary of State for Trade and Industry

The first vital question for 1971 is how industry will respond to the change of direction which the Government has begun to apply. Many industrialists may start the year in rather tentative mood, conscious of low profits, credit squeezes, inadequate investment and interrupted production. Nevertheless, the opportunities for profit making and higher investment are growing since home demand is now expanding at a sensible pace and should be giving industrialists an earnest of sustained and healthy markets.

Cost inflation is the chief cause for anxiety; but there is beginning, none too soon, to be a more general realization that in the interests of all we must reduce wage increases to levels which will not result in fatal damage to our international competitiveness and will not cause great unfairness at home. Public opinion is also clearly behind the Government in its efforts to establish a more satisfactory and constructive framework for industrial relations.

The Government will be paying particular attention in the course of the coming year to sharpening the competitive climate. This means not only standing back from direct intervention in business affairs, but also actively pursuing a policy of encouraging competition and progressively seeking to ensure that the benefits of enterprise are retained by those who imaginatively seize the opportunities that present themselves. We shall, on the other hand, be tightening up the methods by which Government can ensure that the competitiveness of the market is not undermined. In particular we shall be looking to the Monopolies Commission to play a larger and more varied part in the vigilance needed to see that the interests of the country and the consumer are not impaired by wilful restriction of competition in whatever form it arises.

We shall pay particular attention to the problems posed by differences in prosperity and the rate of development between different parts of the country. We shall be watching with great care how the major changes introduced into the means of dealing with these problems work. Our purpose is to encourage industrial and commercial development in the less favoured parts of the country on a sustained basis and at less cost. The measures we have taken should ensure that as the economy quickens and investment rises the rate of growth in the less favoured areas in both manufacturing and service industries will be even greater. Industry already in these areas will be helped to expand and new profitable projects encouraged to start there.

Looking outward we see that the great issue is our endeavour to negotiate for membership of the European Communities. The significant facts that have emerged from the negotiations so far are the determination with which the many and varied problems are being tackled by all concerned and the real will to find sensible solutions. The signs are that if all goes well we shall have before us the main elements of an overall solution to consider before the summer Parliamentary recess.

So far as industry is concerned we need an agreement which will allow British firms to make full use of the opportunities the Common Market offers and will provide a suitable transitional period for adjustments. We also want to facilitate a yet fuller development of the contribution that our financial skills in the City of London and elsewhere can make to our own invisible exports and to the prosperity of the Community as a whole.

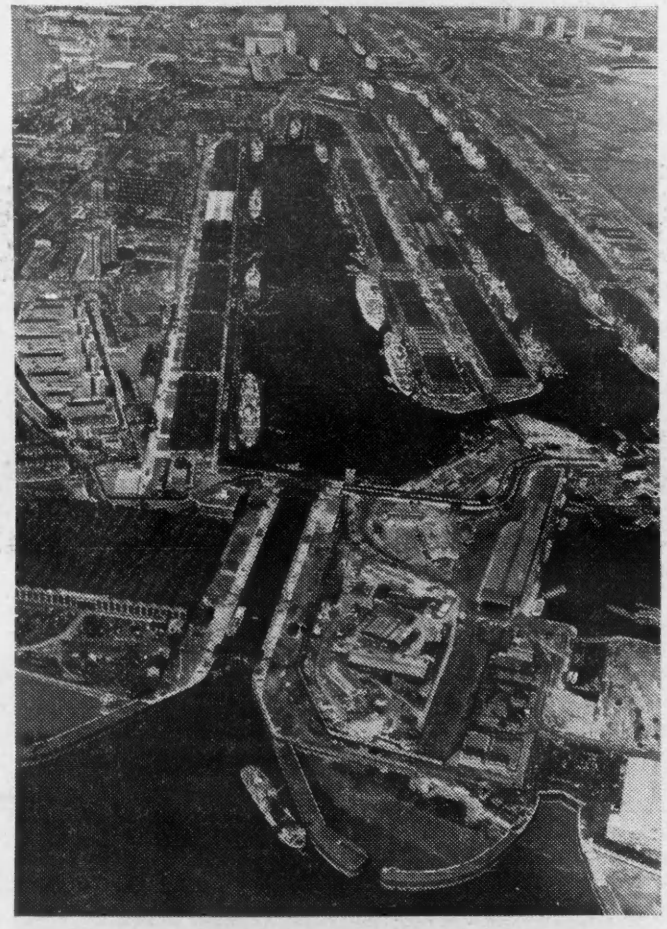
All in all, both at home and abroad, industry can look forward to 1971 as a year of challenge and opportunity.

The Port of London in the 1970's

THE REVOLUTION in cargo handling techniques and procedures during the past decade – and its continuation – has brought the Port of London into a new era in its history as the United Kingdom's premier port.

London handles about one third by value of the country's total maritime trade – representing an annual tonnage total of some 60 million. All types of cargo are exported and imported through the port, which is a major lifeline in the country's trade.

The most significant and wide sweeping change in cargo handling has been the unit load concept – epitomized by the 'container revolution'; the almost universal change to large standardized metal boxes in which a wide variety of cargo can be carried quickly, safely and cheaply.



An aerial view of the Royal Group of Docks at North Woolwich, the largest of the four dock groups of the Port of London. The Royal Victoria (background), the Royal Albert (right foreground) and King George V (left foreground) Docks together have water area of 230 acres, the largest man-made sheet of dock water in the world. They have a total length of quay of 11 miles, giving 52 deepwater berths. These docks handle imports from and exports to Australia, New Zealand, Canada, South Africa, the West Indies, the Far East and North and South America. Imports include beef, lamb, butter, cheese, fruit and grain, exports motor vehicles, machinery and steel.

Containerization has meant that cargo-handling operations in ports have changed from labour intensive to capital intensive. In the past seven years the Port of London Authority has invested over £30 million in developments specially designed for these new cargo handling methods. A majority of this development has been centred at Tilbury Docks – the most seaward of the enclosed docks controlled by the PLA. It was this proximity to the deeper waters of the Thames Estuary and international shipping lanes, together with road connections avoiding the congestion of central London, and the availability of land, that decided the siting of this massive development.

The work has resulted in about two miles of deepwater quay being added to the existing dock facilities of Tilbury, thus providing 13 new berths. One of the most striking features of the development is the amount of land allocated to each berth – an average of about 18 acres. Container and other unit load systems such as packaged timber (for which there are four berths in Tilbury) need large back-up areas in which the units can be stacked and marshalled ready for loading aboard ships or for despatching to inland destinations. Previously general cargo berths in the port had been of some 2 acres.

In addition to this land area for new berths there is heavy capital investment in the most modern cargo handling equipment available. Container cranes, costing some £200,000 each, and straddle carriers (about £40,000 each) are among the main items of equipment needed to load, unload and move containers.

However, when all these assets are fully utilized and when new working agreements have been made with labour, a modern container berth like those at Tilbury can handle cargo in a tenth of the time taken on a conventional berth and use only a tenth of the men.

Less than three years after the first container ship used the new dock, Tilbury is now handling containers at a rate of some 150,000 per year – a figure that is likely to be doubled by the end of 1972. Some 22 countries are now covered by container services operating from Tilbury, encompassing Europe, the American continent, and Australia.

The impact of containerization is graphically illustrated by the almost total adoption of the system on the North Atlantic trades and by the similar pattern emerging from the services between the United Kingdom and Australia. Several other world areas have already announced their intention to inaugurate container services.

Tilbury is a container port for the whole of the United Kingdom. Although located in the South East, it is connected to the rest of the country by fast road and rail systems. The rail container network of Freightliners Ltd., means that a container at the rail container terminal at Tilbury is only some 10 hours away from Glasgow. This terminal, built by the PLA inside the dock estate, is one of the key ancillary features of the container development. Containers arrive by the train-load and are conveyed by road tractors round the new dock perimeter road to the new berths. Containers also arrive by road – skirting the traffic of central London and linking with the ring road system. A new dock entrance gate with eight lanes has been built to serve this traffic and reduce costly delays.

All elements in the movement of containers are of equal importance in ensuring that the maximum benefit is obtained from the system of door-to-door transportation.

With Tilbury Docks now firmly established as the country's leading container port, the PLA is looking at future developments within its area. It is anticipated that the reduction in the number of conventional general cargo services will continue and be replaced by either container or other unit load methods. This will result in a reduction in the required number of general berths within the port and one of the current moves towards achieving this rationalization – the closure of the Surrey Commercial Docks – is nearing completion. General conventional cargo, however, will

continue to be handled in the India and Millwall Group and the Royal Group of Docks – the latter being the largest of its kind in the country, at present handling some 3 million tons of cargo per year.

The PLA is also investigating development of riverside container berths near Tilbury, where larger second generation container ships can be berthed without having to lock into enclosed docks waters. Hydraulic research is now being carried out into this proposal, which could lead to the next stage of development of London's container facilities.

In addition to this riverside development, the PLA is also a member of a consortium investigating the feasibility of a deepwater port on land to be reclaimed off Foulness Island, Essex, in the outer Thames Estuary. This development will be a United Kingdom version of Europort, with facilities for even larger ships than can now be accommodated in the port, port oriented industries and fast road and rail connections with London and the rest of the country.

One of the initial stages of this development, if the current research being undertaken by the consortium – the Thames Estuary Development Co. Ltd. – proves the feasibility of the project, will be the dredging of a 90 ft. deep approach channel for the large oil tankers now plying the world routes. Although the Maplin development will by no means be confined to this, it is part of the PLA's current planning in which a continuing growth in bulk commodities, of which oil is paramount, is anticipated. Oil accounts for almost 30 million tons of the port's annual trade. The growth in the size of the tankers in recent years has been phenomenal and it is only by massive developments, like that envisaged at the Maplin Sands off Foulness, that ports can continue to serve and complement this vital trade in oil.

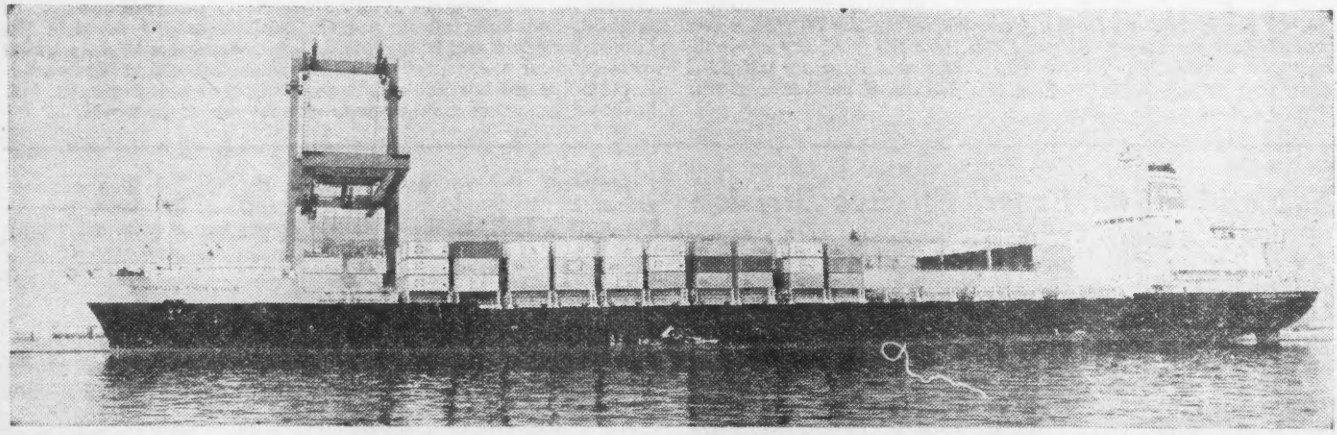
The other bulk commodity in which growth is expected, and in fact has already become a reality, is grain. To this end the PLA has built a grain terminal on the riverside near Tilbury Docks, where bulk carriers of 50,000 tons can be discharged at a rate of about 1,000 tons per hour. The grain can be stored in the 100,000 ton capacity silos on shore at the terminal, loaded direct into coasters or barges for transhipment or conveyed direct to the three mills which have been built by private companies on land set aside by the PLA next to the terminal. This £6 million development was made because of the loss of direct grain shipments when vessels became too large to be handled at the former grain discharging facilities upriver in the Royal Docks. As a result London was receiving small transhipments from Continental ports, the large direct shipments having been unloaded at the new installations in Europe.

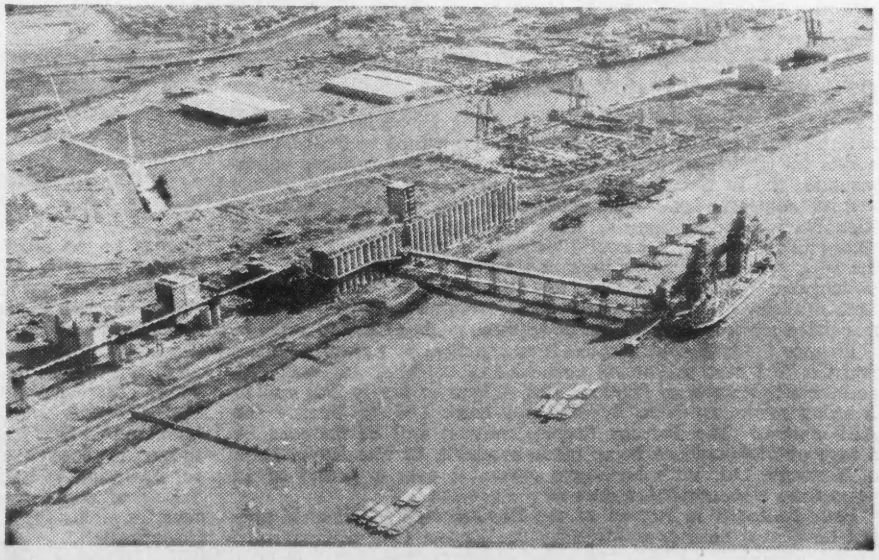
The PLA's terminal has been a success in attracting back trade and in its first 12 months of operation handled nearly 1.5 million tons of grain, mostly from Australia and the American continent.

This is only one of the food commodities handled in London. The annual total of foodstuffs handled in the port exceeds 4½ million tons.

The PLA has also rationalized and modernized its conventional cargo facilities within the other enclosed docks, providing new equipment, modern sheds and specialized berths such as the new bulk wine terminal at the India and Millwall Docks, built to

(Continued on next page)





Container trade between the United Kingdom and Australia operates from No. 39 Berth, Tilbury Docks. At this berth ships operating under the Australia-Europe Container Service are loaded and unloaded, a total of about 3,000 containers, in about a tenth of the time it would take to handle the same tonnage by conventional methods. The ship pictured above is the Australian National Lines' 'Australian Endeavour', the first Australian-registered merchant ship to visit London's docks for some 40 years. Tilbury Docks (right) where the Port of London Authority has spent some £30 million on developments for revolutionary new methods of cargo handling. In the foreground is the new £6 million grain terminal and behind it the mile-long dock extension, within which are contained 13 new berths. Tilbury is at present handling containers at a rate of 150,000 per year and also handles large quantities of packaged timber at berths specially designed for this task.

No. 40 berth, Tilbury Docks, from where the docks' first ocean container service started in June 1968. Here the flexibility of working under a new type of agreement means that ships are unloaded when they arrive. Night working is a feature of the berth, as this picture shows.

accommodate a growth trade which has switched largely to bulk carriage in recent years. Some 74,000 tons of wine, spirits and beer are imported through London annually.

However, all the port's development has not been physical. The PLA has also changed and simplified many of its documentary procedures with the aim of speeding up the movement of exports and imports to and from the docks. Two of the main features of this programme have been the introduction of a new standard shipping note for all exports and the publication of new charges schedules. An example of the simplification achieved has been with the import charges schedule where about 2,500 rates, complicated in some cases by special conditions, have been replaced by one booklet with about 300 commodity rates, each governed by the same terms and conditions.

One of the widest ranging and most important changes within the port as a whole to meet the demand of the 1970's has been the implementation of a completely new labour agreement, including double-shift working for the first time. This was brought about as the second phase of implementing the recommendations of Lord Devlin in his report on the port transport industry in the United Kingdom. The complicated wages structures, based on a piecework system, have been replaced by a new guaranteed fixed wage system for all dock workers in London's enclosed docks. Together with this has come the introduction of a two-shift working system; the docks are now operating from 7 a.m. to 9 p.m.

This offers many benefits to the port's customers, including a potential for faster turn round of vessels and the availability of imports for collection and delivery of exports to the docks over a 14-hour day.

The new system has been heralded as the beginning of a new era for the Port of London – an era in which the port can continue to establish and build on its premier position among ports in the United Kingdom and in the world. When coupled with the tremendous physical modernization taking place throughout the port it is providing the country with a modern, flexible and reliable link in the all-important chain of trade with the rest of the world.

New address for Export Services Division

THE ADDRESS of that part of Hillgate House occupied by Export Services Division, Statistics and Market Intelligence Library and Overseas Trade Statistics Section of the Department of Trade and Industry has been changed to: Export House, 50 Ludgate Hill, London, EC4M 7HU.

There will be no change in the address of the Fairs and Promotions Branch of Export Planning and Development Division or of the Accountancy Services Branch which are in the Tower Block of Hillgate House; their address will be Hillgate House, 26 Old Bailey, London, EC4M 7HU.

The telephone and telex numbers of both Export House and Hillgate House will be: Tel. 01-248 5757, Telex: 886143, Answer back BOTHILLGATE LDN.

ECGD backing for heavy electrical equipment for Argentina

THE ECGD signed on December 29, 1970, Financial Guarantees covering the financing of two more contracts gained by British companies for the supply of heavy electrical plant and ancillary equipment for the El Chocon hydroelectric project in Argentina.

Both contracts have been placed by Hidronor SA Hidroelectrica Norpatagonica Socieda Anonima. The first contract, worth £3.4 million, is with General Electric Company Ltd., and is for the supply of reactive compensation equipment, transformers and switchgear. Under the terms of the other contract Parsons Peebles Ltd. of Edinburgh will supply power transformers and provide associated services to the value of approximately £1.78 million.

Finance for both contracts has been arranged by Lazard Brothers and Co. Ltd. who are acting on behalf of the Midland Bank Ltd. and the Royal Bank of Scotland Ltd. A loan of nearly £2.8 million is being made available by Midland Bank Ltd. to finance the AEI contract. The Parsons Peebles contract will be financed by a loan of £1.47 million being made available by The Royal Bank of Scotland Ltd. Both loans are repayable over a period of 15 years from the completion date of the project.

Four contracts in respect of the El Chocon hydroelectric project have now been guaranteed by the Export Credits Guarantee Department, the two previous being the £19.2 million contract gained by the Anglo-Argentinian consortium for the supply of transmission lines and the £4 million Boving contract for the supply of turbines.

Decimalization of ECGD premiums

FROM JANUARY 1 many ECGD premium rates have been marginally reduced, resulting in an estimated reduction in annual premium income of £143,000.

This results from the decision to 'round down' individual premium rates to the nearest new penny in the changeover to decimal accounting. All invoice items from January 1 are being calculated at the new decimal rates, although, in the intervening period before decimalization, invoice totals will be expressed in the existing currency.

An ECGD spokesman said: 'Although there is no scope for general premium reductions, we want to make sure that no one pays any higher premium as a result of decimalization'.

Overseas trade classification revision in 1971 for 1972

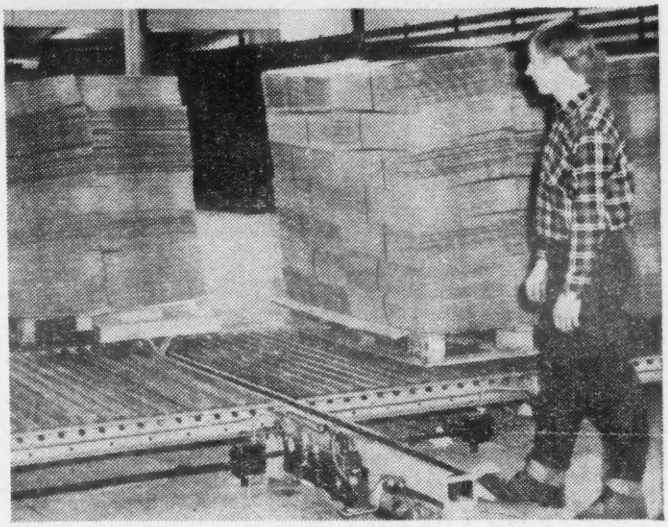
OWING TO CHANGES arising from the last stage of the Kennedy Round, the 1972 Tariff and Overseas Trade Classification will go to press rather earlier than usual. As proposals for changes in the statistical classification may involve examination of numerous documents and consultations with interested trade associations and Government departments, it has become necessary to bring forward the closing date for proposed changes to the 1972 Overseas Trade Classification. These should now reach the Statistical Office, HM Customs and Excise, Portcullis House, Victoria Avenue, Southend-on-Sea, Essex, SS2 6AL on or before April 16, 1971; all proposals received by that date will be examined and considered for operation in 1972 but it is not possible to guarantee that processing of proposals received after April 16 will be completed in time for inclusion, if agreed, in the 1972 Tariff and Overseas Trade Classification.

New Year's Honours for services to export

THE FOLLOWING awards were cited 'for services to export' in the New Year's Honours List.

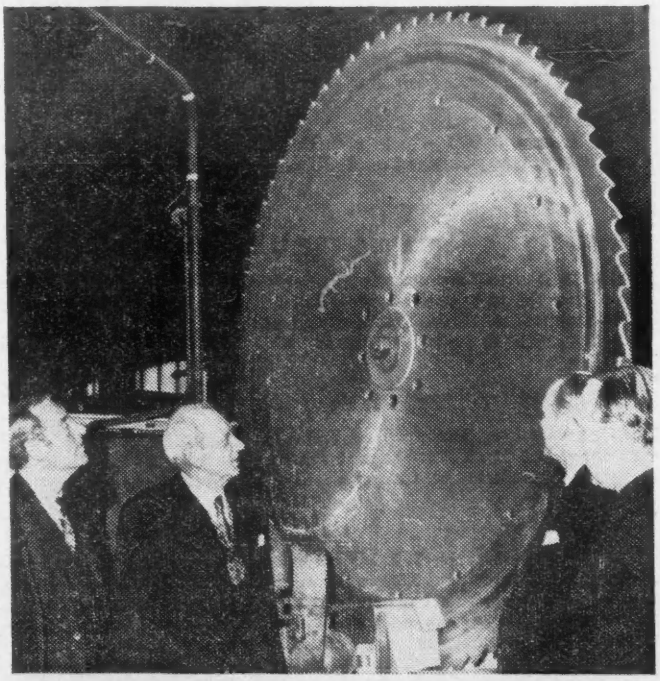
Honour	Name	Position
Knights Bachelor	Raymond Percival Brookes	Chairman and chief executive, Guest Keen and Nettlefolds Ltd.
	Cyril Hugh Kleinwort	Chairman, Committee on Invisible Exports
	Alexander Ross	Lately chairman, East European Trade Council
	Marcus Joseph Sieff	Joint managing director, Marks and Spencer Ltd.
CBE	J. H. Alden	Director and chief engineer, Vauxhall Motors Ltd.
	J. F. Bird	Joint managing director, Reyrolle Parsons International Ltd.
	J. D. Bolckow	
	J. F. Crosfield	Founder and managing director, Crosfield Electronics Ltd.
	R. A. Hamilton	Deputy chairman, Agricultural Division, Imperial Chemical Industries Ltd.
	D. I. Heys	Senior partner, Heys, Wall and Co. Liverpool.
	N. C. Lake	Deputy managing director, Head Wrightson and Co. Ltd.
	J. H. Pitchford	Chairman, Ricardo and Co. Engineers (1927) Ltd.
	J. M. Price	Assistant managing director, GEC-AEI Telecommunications Ltd.
	O. Secher	Chairman and managing director, Marchon Division, Albright and Wilson Ltd.
	E. W. Still	Consultant, Normalair-Garrett Ltd.
OBE	H. M. Bullard	Head of Overseas Dept., London Chamber of Commerce
	D. G. Burton	Chief diesel engineer, CAV Ltd.
	T. L. J. Ciastula	Chief engineer and special director, Westland Helicopters Ltd.
	W. V. Gurteen	Chairman, D. Gurteen and Sons Ltd.
	R E. H. Hadingham	Marketing director, Slazengers Ltd.
	W. T. F. Hassan	Director and group chief engineer, Power Units, Jaguar Cars Ltd.
	K. J. Kucek	Group managing director, Lotus Shoes, Ltd., Northern Ireland
	L. Leiner	Chairman, P. Leiner and Sons Ltd.
	J. A. R. Macphail	Managing director, Robertson and Baxter Ltd.
	D. D. Mitchell	Director British Furniture Manufacturers Federated Associations
	J. W. Polito	Director, G. Stibbe and Co. Ltd.
MBE	Mrs. J. F. Balfe	Lately consultant, Leather Research Association
	R. C. Battersby	Sales director, Associated Engineering (Export Services)
	J. Beer	European export manager, William Heinemann Ltd.
	J. J. Glover	Director and secretary, North Staffordshire Chamber of Commerce and Industry
	G. D. Herbage	Managing direcor, Aircraft and Instrument Dcmis ing Ltd.
	W. R. A. James	Assistant equipment manager, Bloodhound, Guided Weapons Division, BAC, Bristol
	E. C. Mortimer	Manager, Overseas Engineering Department, Dexion Ltd.
	H. W. Phillips	Chief purchasing officer, Export Packaging Service Group of Companies
	F. T. Roberts	Joint managing director, Bridge of Weir Leather Co. Ltd.
	T. C. R. Shepherd	Managing director and chairman, Haigh Engineering Co. Ltd.
	L. S. Thorne	Export sales manager, Dent Allcroft Ltd.
	H. Usher	Export executive, Gillette Industries Ltd.
	K. A. Wheeldon	Marketing director, Sonicaid Ltd.

ROLLER CONVEYING EQUIPMENT FOR BELGIUM



Simon automatic motorized roller conveying equipment at Jefferson Smurfit Ltd., Wigan. A £25,000 order for similar automatic roller conveying equipment, the first of its kind on the continent of Europe, is to be supplied by Simon Container Machinery, a division of Henry Simon Ltd., Stockport, to NV Bowater Philips SA, for installation in their corrugator board factory in Ghent, Belgium.

SEGMENTAL SAW FOR USA



This 8ft. diameter segmental saw, the largest size made in the United Kingdom is seen at final surface grinding stage at the Sheffield works of Firth Brown Tools Ltd. before being exported to the United States. It is the third saw of this type and size – all three have been purchased by The Aluminium Company of America, Ohio – to be made at Firth Brown Tools since May 1968.

OVERSEAS CABLES

The attention of British firms is drawn to the necessity of including their name and full postal address when cabling an overseas firm for the first time. There is no comprehensive directory of cable addresses, and commercial departments in British Embassies are often unable to help local firms who ask them to trace British firms from their cable address.

Coal Consumers' Council appointments

MR. JOHN DAVIES, Secretary of State for Trade and Industry, has authorized the appointment of Mr. C. H. James, Mr. Charles Neill and Mr. W. H. Wattleworth, as members of the Domestic Coal Consumers' Council, and Mr. W. Brindley and Mr. W. A. R. Crowther as members of the Industrial Coal Consumers' Council.

IRC Board re-appointments

MR. JOHN DAVIES, Secretary of State for Trade and Industry, has re-appointed Sir Joseph Lockwood as chairman of the Board of the Industrial Reorganization Corporation and Lord Stokes, Mr. B. Boxall, Mr. B. R. Cant, Professor W. G. McClelland and Sir Frank Schon as members of the Board.

Sir Joseph Lockwood's present appointment and those of the other members now re-appointed, with the exception of Mr. C. H. Villiers, terminated on December 31, 1970. All have agreed to serve for a further period until April 28, 1971. Mr. Villiers' appointment terminates on January 31, 1971 and he has also accepted re-appointment until April 28, 1971. At his own request Mr. Villiers has been re-appointed as an ordinary Board member from February 1, 1971 relinquishing the post of managing director.

The term of office of the remaining members of the Corporation, Sir Maurice Bridgeman, Mr. M. Clapham and Lord Goodman continue until April 28, 1971.

Notes:

On October 30, the Secretary of State made a statement in the House of Commons about the dissolution of the IRC. He announced that the Board members had expressed their willingness to continue in office for a further period. The membership of the Board is now as follows:

Sir Joseph Lockwood (chairman)	Mr. M. Clapham
Lord Stokes (deputy chairman)	Lord Goodman
Mr. B. Boxall	Professor W. G. McClelland
Sir Maurice Bridgeman	Sir Frank Schon
Mr. B. R. Cant	Mr. C. H. Villiers

With the exception of Mr. C. H. Villiers, all the re-appointed members have served on the IRC Board since it was first constituted in December 1966. Mr. Villiers was first appointed managing director in February 1968.

The Industry Bill which provides for the dissolution of the Corporation was published on Friday, December 18, 1970.

Electricity Council member re-appointed

MR. JOHN DAVIES, Secretary of State for Trade and Industry, has authorized the re-appointment of Lord Douglass of Cleveland as a part-time member of the Electricity Council.

Managing director of NRDC appointed

MR. JOHN DAVIES, Secretary of State for Trade and Industry, has appointed Dr. Basil Bard to be managing director of the National Research Development Corporation with effect from January 1, 1971.

Notes:

Dr. Bard joined the NRDC as industrial manager in January 1950, shortly after the Corporation was established. Since 1956 he has served on the Corporation as a full-time board member and more recently has held the post of chief executive of the Corporation's Department of Applied Science.

Dr. Bard is also chairman of Advanced Materials Engineering Ltd., and of Dracone Developments Ltd., and a member of the Board of Technograph Ltd. He is vice-president and founder of the United Kingdom Chapter of the Licensing Executives Society.

ECGD LOCAL ADDRESSES

The address of the Export Credits Guarantee Department is Aldermanbury House, Aldermanbury, London, E.C.2 (01-606 6699). *The department has 20 local offices in various parts of the United Kingdom. A list is given in the December 23 issue of* Trade and Industry.

Cinematograph Films Council appointments

MR. JOHN DAVIES, Secretary of State for Trade and Industry, has made the following appointments to the Cinematograph Films Council:

Independent members:

Mr. Morris Finer, QC (Chairman), Dame Elizabeth Ackroyd, Mr. W. A. Grant, Mr. E. Humphris, Mr. V. G. Raitz, Mr. J. B. Wood, Professor B. S. Yamey.

Representing makers of British films:

Mr. R. Attenborough, Mr. J. Carr, Mr. M. Relph, Mr. J. Woolf.

Representing film renters:

Mr. P. Livingstone, Mr. M. C. Morton.

Representing exhibitors:

Mr. C. G. Bernstein, Mr. J. W. Davies, Mr. P. King, Mr. H. C. Orr, Mr. J. K. S. Poole.

Representing employees:

Mr. G. Croadsdell, Mr. G. H. Elvin, Mr. S. Ogden, Mr. H. Ratcliffe.

The appointments took effect from January 1, 1971, and will run until December 31, 1973.

Notes

The Cinematograph Films Council is a statutory body set up under the Films Acts 1960-70 to advise the Department of Trade and Industry on matters affecting the film industry.

The Secretary of State has written to the retiring members, Mr. M. Grundy, Mr. John Davis and Mr. D. J. Goodlatte, to thank them for the service they have given to the Council.

The new appointments to the Council are:

Dame Elizabeth Ackroyd, Director of the Consumer Council; Mr. J. B. Wood, Industrial Consultant; Mr. M. Ralph, Producer and director of feature films; Mr. P. King, Managing director of EMI (Cinema and Leisure Division); Mr. H. Ratcliffe, General secretary of the Musicians Union.

Consumer Credit Report

THE REPORT of the Committee on Consumer Credit which was set up, with Lord Crowther as chairman, to make a wide-ranging review of consumer credit was presented to Mr. John Davies, Secretary of State for Trade and Industry, on December 31. Arrangements are being made for its early publication.

Notes

Mr. Anthony Crosland, then President of the Board of Trade, announced in the House of Commons on July 2, 1968, that, in consultation with the Chancellor of the Exchequer, he was appointing a Committee under the chairmanship of Lord Crowther to make a wide-ranging inquiry into consumer credit. The following were later appointed to be members of the Committee: Mr. A. H. Carnwath, Professor G. Clayton, Mr. C. H. Colton, Mr. R. M. Goode, Lord Hirshfield, Mr. K. C. B. Mackenzie, Mrs. M. Miller, Mr. D. G. Steen.

The Committee's terms of reference were:

i. to inquire into the present law and practice governing the provision of credit to individuals for financing purchases of goods and services for personal consumption;

ii. to consider the advantages and disadvantages of existing and possible alternative arrangements for providing such credit, having regard to the interests of consumers, traders and suppliers of credit including depositors;

iii. to consider in particular whether any amendment of the Moneylenders Acts is desirable;

iv. to make recommendations.

The background to the setting up of the Committee was concern about the high cost of some forms of consumer credit, the effect that this had on interest rates, and the need for a review of the Moneylenders Acts and other related legislation. There was also concern about the avoidance of the purchase restrictions by firms which operated personal loan or check trading schemes. It was felt that a fresh look was required at the whole field of consumer credit, bearing in mind the narrow range of goods covered by the hire purchase controls and the forms of credit available for purchase of the same goods not subject to the controls.

Proposed pipeline from Milford Haven to the Midlands and Manchester

MR. JOHN DAVIES, Secretary of State, Department of Trade and Industry, has agreed that MMM Pipelines Ltd., may advertise a proposal to construct a petroleum products pipeline from Milford Haven to the Midlands and Manchester.

MMM Pipelines Ltd., has been formed by Esso, Texaco and Gulf to construct and operate the pipeline, which is intended to take deliveries from the companies' refineries in the Milford Haven area. The present application for a construction authorization supersedes two previous applications made separately by Texaco and Esso. The pipeline will be about 257 miles long.

Advertising the proposal gives an opportunity for objections to be lodged and later to be heard, if necessary at a public inquiry.

Financial assistance for re-equipment by textile companies

THE DEPARTMENT of Trade and Industry has decided to place a time limit on the scheme announced by the Ministry of Technology on June 15, 1970, under which the Industrial Reorganisation Corporation is considering applications for finance for re-equipment by medium sized and smaller companies in the cotton and allied textile industry. No further applications under the terms of the scheme will be accepted from companies after June 30, 1971.

The Government has introduced legislation providing for the dissolution of the IRC but the Corporation will continue to deal with applications for finance for textile re-equipment projects for the time being. Thus, until further notice, applications should be addressed to the Industrial Reorganisation Corporation, 46 Pall Mall, London, S.W.1.

The Department's decision to limit the duration of the scheme follows from the original intention to assist Lancashire textile companies to undertake re-equipment projects in preparation for the ending of the present system of import quotas and the substitution of a tariff on cotton textiles from the Commonwealth Preference Area on January 1, 1972.

Note

The Ministry of Technology announced on June 15, 1970, that the Government had arranged with the IRC that the Corporation would consider applications from the medium sized and smaller firms in the cotton and allied textile industry for finance for the construction and equipment of new textile factories, or for overall modernization of existing factories.

To date, arrangements have been announced for loans to be made under the terms of the scheme to the following companies:

	Amount	Date announced
Harwood Cash Ltd.	£1.2 million	27 October
Perseverance Mill Ltd.	£500,000	4 November
Highams Ltd.	£325,000	30 November

In each case the interest rate charged is 10 per cent p.a. and the loan repayable over 7 years. A number of other projects are currently under consideration.

New factory at Buckhaven

A NEW MANUFACTURING PLANT which will employ 30-40 people immediately, a figure which could increase five-fold in five years, is to be opened in Buckhaven, Fife, for Lake & Cruickshank Ltd. of Berkhamsted, Hertfordshire, manufacturers of pharmaceuticals and fine chemicals. Total capital involved amounts to £500,000. With the exception of a few highly-skilled chemists, all the jobs initially created will be for male process workers, for which local labour will be trained.

Lake & Cruickshank are acquiring a 10-acre site at Buckhaven in order to erect the 40,000 sq. ft. factory, which is expected to begin production in about a year's time. The town's status within a Special Development Area and the availability of trainable manpower strongly influenced the company's decision.

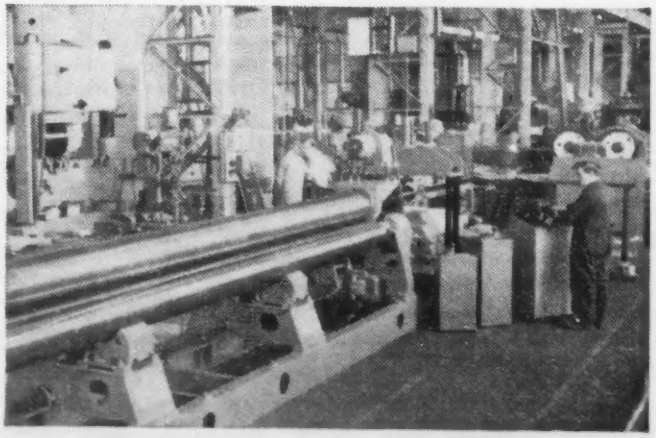
Sir James Doak, deputy chairman of J. H. Fenner & Co. (Holdings) Ltd., accompanied by Lady Doak, performing the official opening ceremony at the new Fenner factory on the Nethermains Industrial Estate, Kilwinning, Scotland. The factory covers an area of 24,000 sq. feet; a range of power transmission equipment designed to metric standards is manufactured here. Other Fenner factories are in operation in India, Australia, South Africa, West Germany and the United States.

Three industrial projects at Milton Keynes

MILTON KEYNES Development Corporation has announced the start of development on three separate industrial projects in the New City of Milton Keynes.

The first is a factory of 30,000 square feet being built on the Corporation's Mount Farm Industrial Estate at Bletchley for HMC Wheels, who are moving from North London.

Two new buildings are being erected on the Old Wolverton Road Industrial Estate at the northern end of the New City. One is being built for Brown Brothers Ltd., distributors to the garage equipment, tool, radio, electrical, cycle and hardware trades, who will occupy a 100,000 square feet warehouse, with room for planned expansion. The other is a vehicle service centre of 13,600 square feet being built for GKN Distributors, a division of GKN.



At the Lye works of the Bronx Engineering Co. Ltd., Worcestershire, running tests are being carried out on a 3-roll bending machine for producing 20ft. long stainless steel tubes. The machine is one of three that will be processing stainless steel in the new Canadian factory of Granges Nyby Bruks AB, Sweden. The orders were won as a result of successful performance of Bronx tube processing machines at the parent company's works in Sweden.

The Register of Restrictive Trading Agreements (Restrictive Trade Practices Acts 1956 and 1968)

Additions and Amendments to the Register

A LIST OF ADDITIONS and amendments made to the alphabetical index to the register between October 1 and December 31, 1970, is given below; the amendments are shown in italics. The index as it stood at July 30, 1957, was published in the *Board of Trade Journal* on August 16, 1957 (pages 371-378), to which subsequent additions and amendments have been published at approximately quarterly intervals – the last on October 7, 1970.

The purpose of the index is to help the public in searching for agreements in the public register itself. The index shows commodities which are the subject of agreements on the register, and the commodities are described exactly as they are in the particulars submitted to the Registrar of the agreements concerned. Where an agreement operates in a particular area, this has been indicated whenever practicable. The symbol 'B' placed in the index against an agreement denotes that a direction has been issued, copy of which is on the registered file, discharging the Registrar from his obligation to take proceedings in the Restrictive Practices Court in respect of that particular agreement during the continuance in force of the direction. Symbol 'C' indicates that the agreement in question has been referred to the Restrictive Practices Court and that the Court has made a declaration or order, a copy of which has been entered on the registered file. Symbol 'D' means that an agreement has been determined; 'E' signifies that an agreement has expired or will expire at a given date; and 'F' indicates that an agreement has been varied, whether by the removal of registrable restrictions or otherwise as to its terms or parties, so that it would not have been registrable at all had it taken the varied form at the time of registration. The date following each symbol indicates the month concerned.

'D' and 'F' agreements

The list headed 'D' and 'F' agreements (page 13), brings up to date at December 31, 1970, the list of agreements determined or varied as described above. Although these agreements already appear in the above-mentioned list of additions and amendments, they are shown separately under this heading for the benefit of readers. Agreements which were registered as running for a specified period which has now expired, or will expire on a given date (i.e., those marked 'E' in the main list), are not included in the 'D' and 'F' list; in many cases these 'E' agreements are intended to be renewed or re-made in a similar form on expiry.

It should be noted that the inclusion of an agreement about a commodity in the 'D' and 'F' list does not necessarily mean that there are no other restrictive agreements about that commodity. Further, a 'D' or 'F' agreement may sometimes be replaced by a new agreement which will appear in the main list of additions and amendments when it is registered.

Agreements referred to the Restrictive Practices Court

On April 10, 1959, there was published in the *Board of Trade Journal* (page 859) a list of all agreements in respect of which Notices of Reference (constituting formal commencement of proceedings before the Restrictive Practices Court) had been issued, except those which had already been dealt with by the Court. Subsequent additions have

Additions and amendments to the Register

Registered No. of Agreements	Commodity
	A
3020	Alcoholic liquors, Dumbarton, *add E*
1577	Agricultural machinery, livestock, nursery stocks, seeds for planting (flower, vegetable) sugar beet seed, *add F.10/70*
	B
3006	Beer, mineral waters, Wigtown, *add E*
2510	Bottles, cases, hops, trading stamps (intoxicating beverages), *add B.11/70*
1542	Bread, flour, London-Midlands, *add B.11/70*
1216	Building materials, *add F.7/70*
	C
445	Concrete aggregate, roadstone (dry and coated), *add E.3/69*
3140	Concrete kerbs and flags, D.7/70, *add C.6/70*
3082	Consumer goods (trading stamps), *add F.8/70*
542	Corsetry, *add B.11/70*
3326	Cosmetics, lingerie, *add B.11/70*
402	Cotton fabrics, linen fabrics, rayon fabrics, *add D.11/67*
1730	Cycles, motor cycles, *add B.11/70*
	E
3324	Electrical installation, electrical goods, E, *add C.7/70*
3327	Electrical installation, electrical goods, E, *add C.7/70*
3331	Electrical installation, electrical goods, E, *add C.7/70*
3332	Electrical installation, electrical goods, E, *add C.7/70*
3333	Electrical installation, electrical goods, E, *add C.7/70*
3334	Electrical installation, electrical goods, E, *add C.7/70*
3335	Electrical installation, electrical goods, E, *add C.7/70*
3336	Electrical installation, electrical goods, E, *add C.7/70*
3337	Electrical installation, electrical goods, E, *add C.7/70*
3338	Electrical installation, electrical goods, E, *add C.7/70*
3340	Electrical installation, electrical goods, E, *add C.7/70*
3349	Electrical installation, electrical goods, E, *add C.7/70*
3351	Electrical installation, electrical goods, E, *add C.7/70*
3352	Electrical nstallation, electrical goods, E, *add C.7/70*
3354	Electrical installation, electrical goods, E, *add C.7/70*
3358	Electrical installation, electrical goods, E, *add C.7/70*
3359	Electrical installation, electrical goods, E, *add C.7/70*
3360	Electrical installation, electrical goods, E, *add C.7/70*
3374	Electrical installation, electrical goods, E, *add C.7/70*
3398	Electrical installation, electrical goods, E, *add C.7/70*
3399	Electrical installation, electrical goods, E, *add C.7/70*
3401	Electrical installation, electrical goods, E, *add C.7/70*
3423	Electrical installation, electrical goods, E, *add C.7/70*
3424	Electrical installation, electrical goods, E, *add C.7/70*
3428	Electrical installation, electrical goods, E, *add C.7/70*
3434	Electrical installation, electrical goods, E, *add C.7/70*
3438	Electrical installation, electrical goods, E, *add C.7/70*
3445	Electrical installation, electrical goods, E
3470	Electrical installation, electrical goods, E, *add C.7/70*
3471	Electrical installation, electrical goods, E, *add C.7/70*
3482	Electrical installation, electrical goods, E, *add C.7/70*
3486	Electrical installation, electrical goods, E, *add C.7/70*
3488	Electrical installation, electrical goods, E
3514	Electrical installation, electrical goods, E
3517	Electrical installation, electrical goods, E
3519	Electrical installation, electrical goods, E, *add C.7/70*
3544	Electrical installation, electrical goods, E
	F
2946	Fish, Aberdeen, *add F.11/70*
3034	Fish, Firth of Forth fishing ports, *add E.67*
3622	Fish, Hull, Birmingham, D.10/70
3623	Fish, Hull, Birmingham, D.11/67
3051	Fish, Pittanweem, *add E. /70*
2314	Fish, Scotland, *add F.11/67*
3591	Fireworks, *add B.11/70*
3605	Footwear (material for)
2706	Fruit, Hull, *add B.11/70*
1522	Fruit, Scotland, *add B.11/70*
3087	Fruit, vegetables, London and Home Counties, *add F.9/70*
	G
3603	Groceries
	H
2723	Herring, Ullapool, Ross, Cromarty, *add F.4/61*
2728	Herring, Ullapool, Ross, Cromarty, *add D.9/70*
	I
892	Industrial furnaces, *add F.5/68*
	L
3596	Lamp caps
3548	Livestock, *add E.5/70*
	M
656	Magazines, periodicals, *add C.5/69*
3259	Medicinal and pharmaceutical products, *add B.11/70*
3630	Milk High Wycombe
	N
547	Neckties, C.4/68, *add B.11/70*
1400	New or used jute bags, *add B.11/70*
	P
1149	Paper and paperboard, *add B.11/70*
2748	Pleasure Cruisers, *add F.11/70*
	R
3275	Record sleeve making machines, *add B.11/70*
	T
3142	Toroidal power rheostats, vitreous enamelled resistors, *add B.11/70*
2937	Trading stamps (alcoholic liquors), *add F.8/70*
3616	Transformers, E.3/71
	U
3267	Umbrellas
	W
925	Waste paper, C.4/63, *add B.11/70*
3472	Waste paper, *add B.11/70*
2625	Wool textiles, *add B.11/70*
	Y
3542	Yarn and rayon cloth, Lancashire, *add B.11/70*

been published at approximately quarterly intervals and the list given below headed 'Agreements referred to the Restrictive Practices Court' brings the position up to date at December 31, 1970. Anyone who may be in a position to assist the Court with evidence from his own experience of results of any of these agreements which he thinks affect the public interest, is asked to communicate as early as possible with the Treasury Solicitor's Branch, Office of the Registrar of Restrictive Trading Agreements, Chancery House, Chancery Lane, London, WC2A 1ST. The agreements shown in square brackets have been abandoned after the issue of a Notice of Reference.

'D' and 'F' Agreements

Registered No. of Agreements	Commodity	Area	D or F	Date
402	Cotton fabrics, linen fabrics, rayon fabrics		D	Nov. 1967
892	Industrial furnaces		F	May 1968
1577	Agricultural machinery, livestock, nursery stocks, seeds for planting (flower vegetable), sugar beet seed		F	Oct. 1970
1216	Building materials		F	July 1970
2314	Fish	Scotland	F	Nov. 1970
2723	Herring	Ullapool, Ross, Cromarty	F	April 1961
2728	Herring	Ullapool, Ross, Cromarty	D	Sept. 1970
2748	Pleasure cruisers		F	Nov. 1970
2937	Trading stamps (alcoholic liquors)		F	Aug. 1970
2946	Fish	Aberdeen	F	Nov. 1970
3082	Consumer goods (trading		F	Aug. 1970
3087	Fruit, vegetables	London, Home Countries	F	Sept. 1970
3622	Fish	Hull, Birmingham	D	Oct. 1970
3623	Fish	Hull, Birmingham	D	Nov. 1970

Agreements referred to the Restrictive Practices Court

Registered No. of Agreements	Commodity
2720	Newspapers (morning dailies)
3160	Surgical footwear and appliances†
3341	Electrical goods, electrical installation
3407	Electrical goods, electrical installation
3483	Electrical goods, electrical installation
3488	Electrical goods, electrical installation
3499	Electrical goods, electrical installation
3514	Electrical goods, electrical installation
3544	Electrical goods, electrical installation
3570	Electrical goods, electrical installation
3590	Newspapers (Sunday)
3622	Fish
3623	Fish

† Agreements which are marked with an † indicate that proceedings have been initiated in Scotland.

Agreements not to be referred to the Restrictive Practices Court

The Secretary of State may, on the representation of the Registrar, give directions under Section 9 (2) of the Act of 1968 discharging him, during their continuance in force, from the duty of referring an agreement to the Restrictive Practices Court. A further list is given in column 2, headed as this paragraph is headed, of agreements in respect of which directions under that sub-section have been given and are in force. Although these agreements are already included in the above-mentioned list of additions and amendments, they are shown separately under this heading for the benefit of readers.

Inspection of the Register

The register may be inspected at a fee of 1s. per day, between 10 a.m. and 4.30 p.m. on any weekday except Saturday and certain holidays at any of the following addresses:

Office of the Register of Restrictive Trading Agreements, Chancery House, Chancery Lane, London, WC2A 1SP;
9 Hope Street, Edinburgh, EH2 4EL;
21 Linenhall Street, Belfast, BT2 8BY.

The indexes to the Register, one as published in the *Board of Trade Journal* and one in which commodities are grouped by classes, may be inspected at these addresses free of charge.

EXPORT HANDBOOKS

The Department of Trade and Industry has issued four Export Handbooks - 'Services for British Exporters', 'ECGD Credit Insurance and Financial Support Services', 'Organization for Overseas Marketing' and 'Agency Legislation and Practice Abroad'. Together they contain over 300 pages of information that every exporter should have. To get as many free copies of these four Handbooks as you require for day-to-day use by your export staff, write now to Information Division, United Kingdom Publicity Section (555), DTI, 1 Victoria Street, London, S.W.1.

Agreements not to be referred to the Restrictive Practices Court

Registered No. of Agreements	Commodity
542	Corsetry
547	Neckties
925	Waste paper
1149	Paper and paperboard
1400	New and used jute bags
1522	Fruit, Scotland
1542	Bread, flour, London and Midlands
1730	Cycles, motor cycles
2510	Bottles, cases, hops, trading stamps (intoxicating beverages)
2625	Wool textiles
2706	Fruit, Hull
3142	Toroidal power rheostats, vitreous enamelled resistors
3259	Medicinal and pharmaceutical products
3275	Record sleeve making machines
3326	Cosmetics, lingerie
3472	Waste paper
3542	Yarn and rayon cloth, Lancashire
3591	Fireworks

Changes in export licensing control for aluminium goods

CERTAIN CHANGES in the control on the export of aluminium goods and foil, which serve to re-inforce the control on the export of scrap and old metal, mainly or wholly of aluminium, were introduced on January 4, 1971. On that date the maximum values of low value aluminium goods subject to export licensing control were increased from £200 to £300 per ton. This took account of the long term rise in the general level of aluminium prices and will be the first change since 1958. In addition the maximum value of low value aluminium foil was increased from £100 per ton to £130 per ton.

These changes were made under the Export of Goods (Control) Order 1970 (Amendment) Order 1970. Copies of the Order will shortly be available from HMSO, 49 High Holborn, London, W.C.1 and branches or by post from HMSO, PO Box 569, London, S.E.1. Inquiries should be addressed to the Department of Trade and Industry, 54 Broadway, London, S.W.1.

Applications for temporary exemption from import duty

THE DEPARTMENT OF TRADE AND INDUSTRY are considering applications for the temporary exemption from import duty of the materials listed below on the grounds that these materials are not made in this country or the Commonwealth or the supply available from these sources is not substantial having regard to the existing United Kingdom demand.

Representations are invited from manufacturers in this country or agents of Commonwealth manufacturers who consider they are, or will be within a reasonable period, in a position to supply a substantial proportion of the United Kingdom demand for these materials, or who are interested in their future production.

Temporary exemptions come into effect on the operative date of the Treasury Order in which the materials are specified and normally continue until the end of the current calendar year, when they are reviewed.

Interested parties who wish to make representations should address them to Tariff Division, Department of Trade and Industry, Brunswick House, 2 Central Buildings, Matthew Parker Street, London, S.W.1, preferably through a Trade Association, giving the respective reference shown below and stating whether their names may be passed to the applicants for temporary exemption. Representations should be received by January 20.

Tariff Heading	Proposed definition for tariff purposes	Applied for as	Exemption required until	Reference
28.17	Potassium hydroxide, solid	As in previous column	December 31, 1971	13544
28.29	Aluminium fluoride	As in previous column	December 31, 1971	13524
	Aluminium Sodium fluoride	As in previous column	December 31, 1971	13525
29.01	5 - Ethylidenebicyclo [2, 2, 1] hept-2-ene	As in previous column	December 31, 1971	13086
29.35	1, 5-Decanolactone	1, 5 Decanolide	December 31, 1971	13546
	1, 5 Dodecanolactone	1, 5 Dodecanolide	December 31, 1971	13537
29.38	(+)-α-Tocopherol	D-alpha tocopheral concentrate (potencies 30% upwards)	December 31, 1971	13540

NEL's progress 1968/70

THE SECOND of the National Engineering Laboratory's new style progress reports, covering the period 1968-70, refers to the laboratory's involvement in the business of engineering from the identification of objectives to the construction of prototype hardware.

NEL is active over the whole range of mechanical engineering and the report quotes more than 70 examples of the benefits derived by industrial organizations who have collaborated with NEL. These range from investigations sponsored by an individual firm, such as a computer-aided design method for steel chimneys which reduced design costs, by up to 30 times, to safety and environmental investigations where the direct cost benefit is more difficult to assess.

Copies of the Progress Report are available free from NEL, East Kilbride, Glasgow (Tel. East Kilbride 20222).

Research report on warehouse operating costs

A REPORT† on warehouse operating costs, published on December 30 by the Department of Trade and Industry, covers a three-year study of the design, operation and economics of conventional warehouses and presents a detailed analysis on a uniform costing basis of the actual operating costs of 15 warehouses.

A great deal of attention has been focused on the hardware of warehousing and on the optimisation of distribution operations, but the absence of positive data as a basis of decision-making has until now been overlooked. Similarly, the techniques of management accounting have not been extended into warehousing. The report, which covers both the management and control of warehousing operations, thus makes an important contribution at a time when increasing attention is being paid to the costs of distribution.

The work was financed by the former Ministry of Technology and is being continued within the National Materials Handling Centre at the Cranfield Institute of Technology.

†The Costing of handling and storage in warehouses – Report No. 1 – Conventional warehouses, by C. E. Williams, B.Sc., DAE, FIMH., available from HMSO, price £2.

Study of small computers

A REPORT – 'Small Computer Survey' – published on December 29, 1970 presents the results of a survey, carried out by Urwick Dynamics Ltd., who were commissioned by the former Minister of Technology.

The report deals with present uses of small computers, provides estimates of future usage and indicates longer-term developments in design, organization, performance and cost.

The survey points to an increasing concentration of computer power at the small and large ends of the total range as one of the main trends in future computer deliveries. At an average price per unit of £10,000, the United Kingdom deliveries of small computers in 1975 will amount to about £37 million.

The report says that the United Kingdom small computer industry must look to world markets if it is to remain viable. The survey also highlights the need for more software and application packages and for improved education at all levels to raise the present very low level of awareness of the capabilities and potentialities of small computers.

Commenting on hardware developments (i.e. Large Scale Integration), the report predicts a progressive loss of identity of small computers and says that integrated circuit manufacturers may be expected to become the small computer manufacturers of tomorrow.

The survey covers in the main, United Kingdom suppliers and users of small computers, but some relevant data on the position in the United States, Japan, and Western Europe has been included in the report.

Copies of the report can be obtained, at £2 10s. per copy, from The Technology Reports Centre, Department of Trade and Industry, Station Square House, St. Mary Cray, Kent, BR5 3RE.

Fishery support ship 'Miranda' leaves for Iceland

THE DEPARTMENT of Trade and Industry fishery support ship 'Miranda' sailed from Queen Elizabeth Dock, Hull, on January 4, to take up station off Iceland until the end of April.

The 'Miranda' is a Swedish-built ship of approximately 1,500 tons gross, overall length 235 feet, breadth 37 ft., draught 14 ft., speed 21 knots. Since last July she has been undergoing an extensive conversion at Immingham.

She has been fitted with a comprehensive range of communication equipment to maintain round-the-clock contact with trawlers fishing off Iceland and with the Meteorological Office and HM Coastguard.

Her accommodation has also been brought up to modern standards and includes a well-equipped ship's hospital. The ship has been renamed after Prospero's daughter in Shakespeare's 'The Tempest', Miranda, who expresses compassion for shipwrecked sailors and it follows the Shakespearean tradition of her predecessor 'Orsino'.

A Coastguard inspector will act as support commander in charge of the operation and will also be master of 'Miranda'. She will also have a fishery advisory officer, three other deck officers, a chief engineer and three engineer officers, four radio officers and 18 other crew.

Ellermans Wilson Line of Hull are the registered managers of the ship on behalf of the Department of Trade and Industry.

The first support commander will be Captain R. K. Emden, DSC, RN (Retd.) and he will be relieved later by Commander C. P. Adams, DSC, RN (Retd). The first medical officer will be Dr. R. W. Scott of Harrogate, and other doctors who will serve will be Dr. T. Dinsdale of Manchester, Dr. A. D. Muirhead, a BBC doctor, and Dr. R. M. Butler of Market Weighton, Yorks. The First Meteorologist will be Mr. J. Randall of the Meteorological Office, Bracknell, who performed similar duties in 'Orsino' last winter.

'Miranda' will be stationed off north-west Iceland north of 65° North. Regular radio contacts will be maintained with all British trawlers in the Iceland area checking their positions and giving weather forecasts and advice on weather conditions which may

export answer.

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affect the safety of trawlers. Local weather observations will be made by the Meteorological Officer.

Each trawler skipper in the Iceland area reports his position to the support commander every 12 hours. The support commander conducts a twice daily 'round-up' and would institute search and rescue measures if vessels fail to report as expected to 'Miranda' or via owners to Gorleston, or indicate that they are in difficulties.

Communications between 'Miranda' and the United Kingdom will be maintained through the GPO Coast Radio Station at Portishead. A continuous watch on special W/T frequencies is maintained and all operational radio traffic passed through this link.

'Miranda', in addition to meteorological traffic, will pass a daily situation report to HM Coastguard rescue headquarters at Gorleston and to Department of Trade and Industry headquarters, giving the positions of all the trawlers off Iceland, the weather and details of operational work during the past 24 hours.

Coastguard staff at Gorleston maintain a plot which will be a duplicate of that in the 'Miranda' and, in addition, will have information from trawler owners which enables a check to be made every 24 hours to ensure that all trawlers are accounted for. The system ensures a double check on all trawlers in the Iceland area and on the safety of 'Miranda' herself.

Noise laws to be investigated

WAYS OF strengthening the law against noise are being urgently examined by the Noise Advisory Council under its chairman, Mr. Peter Walker, Secretary of State for the Environment. A working group under the chairmanship of Sir Hilary Scott, a former president of the Law Society, has been set up to prepare new proposals. This is announced by the Council in a review of their first eight months work. The most important conclusion of the review is that the Noise Abatement Act 1960 is inadequate for modern day conditions.

The Council have already completed a survey of the main sources of noise disturbance in Britain, and have welcomed proposed reductions in maximum permitted noise levels from new vehicles, announced by Mr. Walker on December 16. They are now looking for more effective means of enforcing the regulations limiting noise from vehicles.

An assurance that the Government will consult the Council before coming to a final decision on commercial supersonic flights over the United Kingdom has been given. In the meantime, the Council are preparing advice for the Secretary of State for Trade and Industry on the balance of social advantage in terms of noise disturbance, between spreading aircraft routes as widely – or concentrating them as narrowly – as possible. A Working Party are engaged on a detailed examination of this question.

Induction motor design

USING THE services of the Computer Aided Design Centre of the Department of Trade and Industry, Brook Motors Ltd. of Huddersfield, a subsidiary of Hawker Siddeley group of companies, have developed a programme for induction motor design analysis. The programme is designed to be run interactively on a remote teletype situated in Brook Motors' Electrical Design Office and the Atlas 2 computer at the Department's Computer Aided Design Centre, Cambridge.

The programme calculates machine parameters such as resistances, reactances and flux density. It predicts the performance of the machine, giving values for current, watts, power factor, efficiency and starting torque. Input data consists of the required output of the machine (power and speed) and the machine dimensions.

It the output performance figures are not to the required specification, the input data may be amended by the designer and the operation repeated.

An alternative approach is the more theoretical concept of a complete induction motor design synthesis programme in which the required specification would be input and the necessary dimensions would be output. Brook Motors feel that their analysis programme operated interactively by an experienced designer gives the best results.

LETTERS TO THE EDITOR

Editorial communications should be addressed to the Editor, Trade and Industry, *Room* 437, *Department of Trade and Industry,* 1 *Victoria Street, London, S.W.*1 (*Tel.* 01-222 7877, *Ext.* 2653/6) *and not to HMSO.*

Aids to boiler and pressure vessel exporting

MANUFACTURERS OF products ranging from hair spray aerosols to boilers for nuclear power stations can obtain two useful publications from THE, the Technical Help for Exports Section of the British Standards Institution. They are Technical Digests No. 528, issue 1 'Boilers and pressure vessels to California, United States,' and No. 529, issue 1 'Boilers and pressure vessels to Turkey'. Like other digests in the series, they provide comprehensive details of the statutory regulations and technical requirements affecting the export of boilers and pressure vessels to the countries concerned.

Manufacturers may purchase digests individually or subscribe to THE on an annual basis and obtain certain other facilities as well. Part of the service is provided by the digests and part by assistance to individual manufacturers on specific problems. Inquiries should be directed to the British Standards Institution, THE Section, Maylands Avenue, Hemel Hempstead, Herts. (Tel. Hemel Hempstead 2341).

Patents endorsed 'Licences of Right'

UNDER SECTION 35 of the Patents Act, 1949, the following patents were endorsed 'Licences of Right' on the date specified.

Number	Grantee	Subject-Matter
	December 7, 1970	
1,086,658	Mustadfors Bruks Aktiebolag	Spreader for artificial fertilizer.
1,087,837	A.E.C. Societe de Chimie Organique et Biologique	Process of preparing isophytol.
916,211	Agfa Aktiengesellschaft	Supports for use in combination with photographic materials.
1,025,894	Agfa Aktiengesellschaft	Lampholder for photographic flashlight materials.
1,098,199	Agfa Aktiengesellschaft	Light-sensitive material.
1,115,427	Gevaert-Agfa N.V.	Process for the photochemical cross-linking of polymers.
1,145,153	Gevaert-Agfa N.V.	Electrophotographic material comprising a photoconductive polymer.
1,193,536	Etienne Joseph Jean Michel Bracq	Apparatus for carrying persons, particularly hospital patients.
	December 10, 1970	
976,470	H. Neale & Co. Ltd.	Machines for gilding book edges.
1,026,053	Coal Industry (Patents) Ltd.	Mineral mining machines.
1,042,851	Standard Telephones & Cables Ltd.	Delay equalizer.
1,023,856	Creed & Company Ltd.	Electrical circuits.
1,067,809	Creed & Company Ltd.	Improvements in teleprinter typewriters and the like.
1,105,279	International Standard Electric Corporation	Method to derive the base timing pulse during the transmission of digital information items.
1,155,139	International Standard Electric Corporation	Data exchange compatible with dial switching centres.
1,161,826	Societa' Italiana Resinc S.p.A.	Method of chlorinating paraffins.
1,162,238	Societe' Italiana Resinc S.p.A.	Method of chlorinating paraffins.
1,165,426	Regie Nationale des Usines Renault	Road vehicle bodies.
1,172,590	Regie Nationale des Usines Renault	Improvements in devices for controlling the opening and closing of a sliding sun roof or other panel of a vehicle.
1,191,803	Redfyre Ltd.	Space heating stoves.
	December 11, 1970	
1,089,125	Albert Simon Leonard Voisin	Golf tees.
1,084,678	Institut Textile de France	Measurement and control of warp thread tension on looms.
1,099,725	Institut Textile de France	Improvements relating to warp let off control devices for weaving looms.
870,186	Standard Telephones & Cables Ltd.	Potition control device.
1,035,727	Standard Telephones & Cables Ltd.	Semiconductor devices.
1,038,200	Standard Telephones & Cables Ltd.	Solid state display devices.
1,154,782	Standard Telephones & Cables Ltd.	Solid state display devices.
	December 17, 1970	
1,059,264	Edward Kenneth Clayton	A glazing unit
990,924	Institut National de L'Industrie Charconniere	Diffuser system for the distribution of a rising current of gas in a bed of fine solid grains
1,062,833	Institut National de L'Industrie Charbonniere	Carbonization of solid fuels
1,026,606	Standard Telephones & Cables Ltd.	Semiconductor devices
1,099,846	Standard Telephones & Cables Ltd.	Manufacture of semiconductors
1,115,140	Standard Telephones & Cables Ltd.	Semiconductors
1,140,726	Standard Telephones & Cables Ltd.	Cables for use in fire warning systems
1,164,931	Standard Telephones & Cables Ltd.	Automatic regulation of telephone sets
1,189,801	Standard Telephones & Cables Ltd.	Fire warning cables

Any person who claims that the patentee at the time of endorsement of any of the above patents was precluded by a contract in which claimant is interested from granting licences under the patents may apply for cancellation of the endorsement on Patents Form No. 45 within two months after the date of endorsement.

The Patent Office.

E. ARMITAGE,
Comptroller.

The Development and Intermediate Areas

New incentive plans for industrial expansion

The Government has announced important new plans for the Development Areas and the Intermediate Areas.

The main changes proposed in the incentives for industry in these areas are summarised below:

1 In the Development Areas the normal rate of building grant is to be increased from 25% to 35% and the special rate for incoming projects from 35% to 45%.

2 In the Development Areas the power to make loans will be used more flexibly.

3 In the Special Development Areas there will be a change in the basis of calculation of operational grants. These grants will be calculated at 20% of eligible wages and salaries in the first 3 years of a new project instead of 10% of expenditure on machinery and plant.

4 In both the Development Areas and the Intermediate Areas the administrative limits on assistance under the Local Employment Acts (1, 2 and 3 above) are to be raised in cases where the number of jobs to be provided does not justify the full amount.

5 New tax allowances on capital expenditure on machinery and plant incurred after 26th October 1970 will supersede investment grants.

In the Development Areas new immobile machinery and plant for industrial processing will qualify for a 100% allowance for the year in which the expenditure is incurred.

In the Intermediate Areas (and in the rest of the country) machinery and plant will in most cases qualify for a first-year allowance of 60% followed by annual writing-down allowances of 25% on the declining balance. These allowances will also apply to machinery and plant in the Development Areas not qualifying for the 100% allowance.

6 In the Development Areas and the Intermediate Areas the 40% initial tax allowance on expenditure on new industrial building will continue indefinitely. In the rest of the country the allowance will revert from the temporary rate of 30% to 15% after 5th April 1972.

7 In the Development Areas and the Intermediate Areas further developments are planned in industrial training facilities.

Some of these changes are subject to legislation but it is intended that all the new benefits shall apply for projects started on or after 27th October 1970.

Information about the changes is available from the Department of Trade and Industry which is now responsible for the administration of the Local Employment Acts.

For details telephone Industrial Expansion at the Department of Trade and Industry (Tel. 01-222 7877 ext. 3333) or send in the coupon below.

Get the facts from the Department of Trade and Industry

TO: Industrial Expansion (T & I. 2), Department of Trade and Industry, 1 Victoria Street, London, S.W.1. Please send me the booklet 'Incentives for Industry' together with details of the proposed changes.

NAME _____

POSITION IN COMPANY _____

COMPANY NAME _____

NATURE OF BUSINESS _____

ADDRESS _____

_____

Government surplus sales

MINISTRY OF DEFENCE

1971	Stores	Location	Auctioneers
January 12-13	Heavy duty and road making plant, commercial and private vehicles	Ordnance Storage and Disposal Depot, Ruddington, Notts.	Walker, Walton & Hanson (Dept. L), Byard Lane, Bridlesmith Gate, Nottingham (Tel. 54272)

Excavators by Blaw Knox and Ruston Bucyrus; mobile cranes by Coles, Jones, Ransomes & Rapier and Taylor; tractors; loading shovels; angledozers by Caterpillar (D7), Fowler, Gainsborough and Michigan; fork lift trucks by Conveyancer, Coventry Climax and Ransomes (2,000-13,000 lbs.); graders; dumpers; factory trucks; agricultural tractors; Coventry Climax Fire Pumps with tool kits; Bedford Fire Tenders; Thornycroft Nippy Road Sweepers; heavy duty trucks by AEC and Leyland; AEC 'Matadors'; coaches; hydraulic tippers; refuellers; Scammell breakdown trucks; Humber 1-ton trucks; various trailers; ambulances; light vans; commercial vehicles; Rolls Royce' 'Silver Wraith' and Princess limousines; saloons; estate cars; civil engineering plant; Land Rovers; Minibuses; motor cycles, etc.

January 19-21	Miscellaneous stores	Regional Depot, RAOC, Hereford	Russell Baldwin & Bright (Dept. L), 20/21 King Street, Hereford (Tel. 0432 4366)

Bedford Fire Tenders; Fork Lift Trucks; Meadows 27½ KVA and other generators; Coventry Climax pumps; lathes and other machine tools; diesel engines; generator test benches; tyres; battery chargers; rectifiers; batteries; wire cable; telephone cable; salvage sheets; firemen's axes; suction hose; welding outfits; hydraulic and other jacks; small tools; aircraft inverters, converters, fuel pumps, alternators, main planes and other spares and equipment; aircraft cameras; film and bromide paper; firefighting equipment; tentage equipment; AR88 and other receivers; oscilloscopes; rangefinders; prismatic compasses; binoculars; cameras; watches; cotton tape; vests and drawers; rubber knee boots; ankle boots; blue/grey shirts; collars and other clothing; white and coloured blankets; fold flat tables and chairs; Windsor, stacking and other chairs; tables; sideboards; wardrobes and other furniture; wooden packing cases; scrap canvas, rags and webbing; wireless, M.T., signal and electrical spares.

January 27-28	Miscellaneous stores	TA and VR Centre, Meadowfirth Road, Stirling	Dixon & Wallace Ltd. (Dept. L), Bank Buildings, Graham Square, Glasgow, E.1. (Tel. 014-554 2447)

Coles 10-ton mobile crane; flight deck tractors; 4 and 5-ton cranes; fork lift trucks; generating sets; hydraulic and screw jacks; charging sets; telescopes; prismatic compasses; avometers; aneroid barometers; stop watches; bulk head and wall clocks; pedal operated organs; photographic equipment; binoculars; aircraft and other tyres; carpentry and engineering tools; electronic and electric test sets; electronic valves; electric cable; metal bound wooden casks; wooden boxes; aircraft instruments; paints, various; curtains; carpets; mats and rugs; hessian cloth; camouflage nets; scrap rubber; cordage and leather; woollen rags; canvas tentage and sheeting; kit bags; kilts; greatcoats; raincoats; berets; drawers; vests; shorts; jerseys; and other clothing; haversacks; white and coloured blankets; tables; chairs; dressing chests; wardrobes and other furniture; and large quantities of other general stores.

Catalogues of the above sales obtainable from relevant auctioneers about two weeks prior to and up to date of sale, price 1s. 0d. (postal order only)

SALE BY TENDER

MACHINE TOOLS

Rigid Type VS6, 6-spindle, 3-dimensional vertical copy miller: year of manufacture 1954: Serial No. 4099: Located at LARNE, Northern Ireland. Permission to view on presentation of Tender Form only, obtainable from Ministry of Defence, Directorate of Sales (Supply), Sales (S) 6 a iv, First Avenue House, High Holborn, London, WC1V 6HE. Tenders must be returned by January 28, 1971.

Modern Single Storey Factory and Two Storey Office Accommodation

HAZEL GROVE—Cheshire

Situated on an Industrial Estate nine miles from Manchester city centre. The premises comprise a two storey office block with a substantial industrial unit to the rear giving a total floor area of 122,650 sq. ft. (11,390 m²), on a site area of 5 acres (2ha). To let.

Joint Sole Letting Agents:

DUNLOP HEYWOOD & CO.

90 Deansgate, Manchester 3
061-834 8384

JONES LANG WOOTTON

16/17 King Street, London, EC2V 8EE
01-606 4060 Telex 885557

Statistics

The economy: selected indicators

Series expressed as index numbers and seasonally adjusted except where shown otherwisee

Symbols used in all statistical tables are:—
.. not available
– nil or less than half the final digit shown
p provisional
r revised
* five week period
ø fifty-three week period

	Gross Domestic Product (Expenditure estimates)	Index of Industrial Production	Consumers' Income and Expenditure				Fixed Capital Expenditure					Increase in Stocks			
							Total	Selected Components				Total	Selected Components		
			Personal disposable income	Total consumers' expenditure		Retail sales		Manufacturing industry	Distributive and service industries	Dwellings	Public sector excluding dwellings		Manufacturing industry	Wholesalers	Retailers
	at 1963 prices		at current prices		at 1963 prices	at 1966 prices	at 1963 prices					at 1963 prices			
Base of index £m. in base year	1963 26,758	1963	1963 21,758	1963 20,087	1963 20,087	1966 11,372	1963 4,907	1,070	994	944	1,752	Series in £ million			
1964	105	108·3	107	107	103	..	117	113	120	124	113	640	411	93	46
1965	108	111·7	115	114	105	..	121	124	119	127	117	385	263	47	31
1966	110	113·2	122	121	108	100	124	128	115	128	125	254	143	25	17
1967	112	113·9	127	126	110	101·4	133	124	122	138	142	184	–37	13	22
1968	116	119·8	135	135	112	103·6	140	130	143	145	142	157	23	75	41
1969	117	122·9	143	142	113	103·0	135	135	146	130	130	276	194	17	36
1968															
3rd quarter	116	120·7	135	135	112	103·2	138	129	143	142	138	88	53	13	9
4th quarter	118	122·3	138	138	113	104·1	145	146	159	143	139	116	46	25	20
1969															
1st quarter	115	121·8	140	138	111	102·3	132	124	136	135	134	96	104	1	9
2nd quarter	116	123·3	141	141	113	103·7	133	136	145	129	127	65	33	– 3	—
3rd quarter	118	123·2	143	144	113	103·1	136	141	130	152	128	23	–12	– 6	10
4th quarter	119	123·5	147	146	114	103·0	136	140	152	127	131	92	70	– 9	16
1970															
1st quarter	117	123·7	149	148	114	103·2	132	138	140	115	131	–25	45	– 7	–41
2nd quarter	120	122·8	154	153	116	104·2	140	145	159 r	120	136	68	41 r	11 r	7
3rd quarter	119	123·9 p				104·6		147 p	154 p				18 p	7 p	26
1970															
May		121·3 r				105									
June		123·7 r				105									
July		121·9 r				104									
August		122·8 r				105									
September		124·7 r				104									
October		125·8 p				106									

	Orders	Prices and Costs					Labour			Trade		Balance of Payments current balance
	Engineering industries orders on hand (end period)	Retail prices Index		Wholesale price index non-food manufacturing industry		Basic hourly wage rates (all industries and services)	Wholly unemployed excluding school leavers	Unfilled vacancies for adults	Civil employment	Imports	Exports(‡)	
	at 1963 prices	Index†	% increase on year earlier	Basic materials and fuel used†	Manufactured products: home sales†		Mid-month or monthly average		Quarter or quarterly average	at current prices		
Base of index £m. in base year	Dec. 1963	16 Jan. 1962		1963	1963	31 Jan. 1956	Series in thousands			1963 4,983	1963 4,365	series in £ million
1965	123	112·1	4·8	106·8	104·6	157·9	308	265	24,785	115	113	– 77
1966	118	116·5	3·9	110·2	107·3	168·5	323	255	24,384	119	122	– 43
1967	108	119·4	2·5	108·2	108·2	175·3	512	174	24,475	129	126	–312
1968	108	125·0	4·7	120·5	112·4	187·3	541	188	24,331	159	150	–319
1969	117	131·8	5·4	125·0	115·9	197·4	535	200	24,308	167	169	416
1970							574 p	185 p				
1968												
4th quarter	108	127·2	5·6	120·4	113·1	191·0	532	202	24,348	160	159	– 63
1969												
1st quarter	111	129·7	6·2	122·3	114·1	194·7	532	198	24,364	163	159	13
2nd quarter	119	131·8	5·4	124·2	115·1	195·6	519	202	24,340	169	167	76
3rd quarter	116	132·0	5·0	126·1	116·5	197·8	547	200	24,268	168	173	153
4th quarter	117	133·7	5·1	127·3	118·0	201·6	544	199	24,258	169	177	174
1970												
1st quarter	119	136·2	5·0	130·1	120·6	209·0	561	192	24,280	172	184	213
2nd quarter	123	139·5	5·8	129·2	123·6	213·8	563	187		183	186	119
3rd quarter	123 p	141·1	6·9	126·9	125·7	219·0	592	185		177	178	73
4th quarter							581 p	176 p				
1970												
May	119	139·5	6·1	129·3	123·6	214·3	560	187		176	177	
June	123	139·9	5·9	128·0	124·2	215·3	561	187		192	188	
July	123 p	140·9	6·7	127·5	125·0	217·5	593	186		143	189	
August	123 p	140·8	6·8	126·1	125·7	219·7	593	184		195	143	
September	122 p	141·5	7·0	127·2	126·4	221·0	589	187		192	203	
October	123 p	143·0	7·4	126·3 p	127·2 p	222·4	576	184		190 r	210	
November		144·0	7·9	127·3 p	127·7 p	228·4	579	176		196 p	196 p	
December							589 p	168 p				

† Not seasonally adjusted. (‡) The figures for 1970 include an addition of 2 per cent to the value of exports as an allowance for under-recording.

Output of the wool textile industry

THE VOLUME of production in the wool textile industry in October was 4 per cent less than in October 1969.

Statistics issued by the Wool Industry Bureau of Statistics show that in the period January-October deliveries of woven fabrics (excluding blankets) were 10 per cent less than in the same period of 1969; deliveries of worsted yarn (excluding semi-worsted yarn) were 5 per cent less. Production of wool and hair tops was 13 per cent less but that of man-made fibre tops was 7 per cent more.

Output of the wool textile industry

	Consumption	Production			Deliveries			
	Raw wool (clean weight)	Tops		Woollen yarn (†)	Worsted yarn (§)	Woven fabrics (excluding blankets) (‡)		Blankets (†)
		Wool and hair	Man-made fibres			Woollen	Worsted	
	Million lb.					Million sq. yds.		
1963	457·8	304·0	42·2	313·1	239·7	176·8	148·6	35·1
1964	418·3	265·2	56·8	325·8	233·3	177·1	148·3	32·9
1965	402·6	247·6	57·1	321·8	227·6	175·3	147·6	32·8
1966	388·2	229·8	62·9	314·7	220·9	168·4	133·9	30·5
1967	359·9	203·1	60·9	304·4	197·6	163·2	131·3	28·7
1968	391·4	213·0	80·2	324·9	216·6	162·4	132·3	32·7
1969	384·6	202·9	93·0	313·6	221·5	155·6	130·6	32·2
1969 1st qtr.	105·4	55·3	23·9	86·3	58·0	37·9	34·9	7·9
2nd qtr.	100·6	52·8	22·7	82·9	57·2	40·8	32·2	10·2
3rd qtr.	84·7	45·7	21·6	66·2	48·9	38·8	29·6	5·6
4th qtr.	93·9	49·2	24·7	78·1	57·4	38·1	33·8	8·5
1970 1st qtr.	92·2	49·6	24·8	74·3	54·1	33·3	31·0	7·5
2nd qtr.	91·9	48·9	25·4	73·9	57·7	36·8	31·1	6·3
3rd qtr.	72·2	38·5	23·2	61·5	48·2	33·8	26·5	6·9
1969 July	30·5	17·9	8·4	22·1	17·1	13·7	10·6	1·3
Aug.	23·0	10·6	5·0	20·5	14·1	11·0	7·9	1·9
Sept.	31·2	17·3	8·1	23·7	17·8	14·1	11·1	2·4
Oct.	33·5	17·4	9·0	27·5	21·2	13·7	11·9	2·7
Nov.	30·5	16·0	8·6	25·3	18·3	12·9	11·3	2·3
Dec.	29·9	15·7	7·2	25·3	17·9	11·5	10·7	3·5
1970 Jan.	31·8	17·5	9·0	25·8	17·8	12·0	10·5	2·8
Feb.	29·8	16·1	7·8	23·8	18·3	10·5	10·0	2·6
Mar.	30·6	16·0	8·0	24·7	17·9	10·8	10·5	2·1
Apr.	32·6	18·0	8·8	25·9	21·2	12·0	10·7	2·3
May	27·6	13·8	7·7	22·4	16·6	11·8	9·4	1·9
June	31·7	17·2	8·8	25·6	19·9	13·0	11·0	2·2
July	26·9	15·8	9·1	19·9	17·8	11·4	9·0	1·7
Aug.	19·8	9·5	5·7	18·3	12·8	10·5	7·2	2·2
Sept.	25·5	13·2	8·4	23·3	17·6	11·9	10·3	3·0
Oct.	26·6	12·6	9·5	25·7	19·6	12·4	10·8	3·4

(†) Estimated. (‡) Woven woollen fabrics include fabrics which are mainly woollen by weight of components and, similarly, woven worsted fabrics include fabrics which are mainly worsted by weight of components. (§) From January 1969 includes semi-worsted yarn; previously yarn of this type was not separately distinguished and the small quantities involved were divided between the woollen and worsted yarn headings. In October deliveries of semi-worsted yarn were 1·6 million lb.

Production in the cotton industry

THE VOLUME of production in the cotton industry (including the processing of man-made continuous filament yarn and finishing) in October 1970 was 4 per cent more than in October 1969.

Statistics issued by the Textile Council show that in the 10 months January-October the amount of cloth woven was 5 per cent less than in the corresponding period of 1969. Production of single yarn was 1 per cent more but the amount of yarn doubled was 3 per cent less.

Production in the cotton industry
Annual totals and weekly averages

	Single yarn(†)		Doubled yarn		Processed filament yarn	Woven cloth	
	Cotton yarn (‡)	Spun man-made yarns and mixture yarn, inc. waste	Cotton yarn	Other	Textured yarn (§)	Cotton	Man-made fibre and mixtures
	Million lb.					Million lin. yards	
1963	488·7	127·0	131·4	107·0	..	1,014·1	560·3
1964	508·1	145·9	136·1	120·0	40·7	1,033·1	610·1
1965	484·8	142·5	131·5	120·3	47·5	1,015·0	624·4
1966	455·7	136·2	123·1	110·2	62·2	915·3	616·6
1967	383·8	124·8	108·1	105·2	78·4	745·0	529·8
1968	377·4	148·7	110·0	114·6	113·6	730·7	554·8
1969	366·4	161·3	103·2	134·3	150·5	723·4	588·7
1969 July*	5·3	2·3	1·6	2·1	2·2	9·3	8·2
August	7·1	3·3	1·8	2·6	2·4	14·3	11·1
September	6·0	2·8	1·8	2·4	3·0	12·2	10·4
October*	7·5	3·5	2·1	2·9	3·0	14·7	12·2
November	7·4	3·6	2·1	2·8	3·4	14·8	12·3
December*	6·2	3·0	1·7	2·3	2·7	12·3	10·0
1970 January	7·1	3·5	2·0	2·7	3·3	14·2	11·6
February	7·3	3·5	2·1	2·7	3·5	14·9	11·6
March*	6·7	3·2	1·9	2·5	3·3	13·8	10·3
April	7·5	3·6	2·1	2·7	3·6	15·0	11·1
May	7·2	3·4	2·0	2·7	3·3	14·0	10·7
June*	5·6	2·9	1·6	2·0	2·8	13·9	10·0
July	6·0	2·8	1·6	2·2	2·7	7·9	7·2
August	7·1	3·5	1·8	2·6	3·0	13·5	10·0
September*	6·2	2·9	1·6	2·3	3·3	11·8	9·2
October	7·5	3·6	2·0	2·7	3·9	14·3	11·1

(†) Spun in the cotton industry. (‡) Including yarns wholly of cotton waste and mixtures yarns of cotton and cotton waste. (§) Deliveries.

Cinema admissions and takings in October

DURING OCTOBER, counted as a four week period, the weekly average of admissions to cinemas in Great Britain was 3.67 million and the weekly average of gross box office takings was £1.20 million.

'Economic Progress Report' for January 1971

THE JANUARY issue of *Economic Progress Report*, prepared by the Treasury Information Division, contains articles on economic subjects, analysing or giving background to Government economic policy. The articles in the January issue are as follows: Eurodollars; Household spending; and Monthly economic assessment.

Registrations of British and foreign films

The following are details of films registered by the Department of Trade and Industry under the Films Acts 1960 to 1970 during the week ended Friday, January 1, 1971. Br/E indicates that the film is a British quota film.

Title of Film	Registered No.	Playing Time Minutes	Date of Registration	Registered in the name of	Maker's name
				BRITISH	
There's A Girl In My Soup	Br/E 35221	96	December 30	Columbia Pictures Corporation Ltd.	Charter Film Productions Ltd.
Movietone News 2169	Br/E 34953	7	December 31	Twentieth Century-Fox Film Co. Ltd.	British Movietonews Ltd.
Movietone News 2169A	Br/E 34954	10	December 31	" "	" "
				FOREIGN	
Two Mules for Sister Sara	F 35219	113	December 28	Rank Film Distributors Ltd.	Universal International Films Inc.
Moonlighting Wives	F 35220	85	December 28	Amanda Films Ltd.	W. J. Heineman.

AMENDMENT TO THE REGISTER:
The playing time of the film 'Navajo Joe' (F 33033) registered on February 28, 1968, has been amended to 74 minutes.

Up-to-date statistics on more industries

REGULAR QUARTERLY output statistics are to be made available through the Government Statistical Service for the following industries: pharmaceutical chemicals and preparations; miscellaneous stationers' goods; cocoa, chocolate and sugar confectionery.

The statistics, which are being collected and processed by the Business Statistics Office, and will be published by HMSO in the Business Monitor series, will show the value and often the quantity of sales of a wide and detailed range of products. For the pharmaceutical chemicals and preparation industries and for certain headings in the cocoa, chocolate and sugar confectionery inquiry, separate figures will be given for exports.

The first quarter to be covered will be that ending December 31, 1970 and the aim is to publish the results within three months of the end of each quarter, provided firms supply the information required promptly.

Inquiry forms are being despatched to firms from December 31. Firms employing fewer than 25 people will not be asked to supply information. The inquiries, designed to meet the needs of industry as well as Government, have been prepared after close consultations between Government departments, many trade associations in each industry and a number of individual firms and other organizations.

Vehicle production in November 1970

THE DEPARTMENT of Trade and Industry have announced that in the four weeks ended November 28, 1970 the average rate of the recorded production of cars was 38,751 a week, 20 per cent higher than in the corresponding period last year. The average rate of the recorded production of commercial vehicles was 11,308 a week, 15 per cent higher than last year.

As in October 1970, car and commercial vehicle production was much less seriously affected by industrial disputes than in other recent months; the higher level of production reached in October was maintained for commercial vehicles, while that for cars was improved.

In the 47 weeks to November 28, 1970 the average weekly rate of car production was 31,463, 4 per cent lower than in the 48 weeks to November 29, 1969, the rate of production for the home market was 4 per cent higher, but production for export was down by 12 per cent. In the same period, commercial vehicle production averaged 8,785 a week, fractionally lower than in the corresponding period last year for both the home and export markets.

On a seasonally adjusted basis, total car production in the three months September-November (which includes the exceptionally low month of September) was 1 per cent lower than in the previous three months, June-August; production for the home market fell 4 per cent, but production for export rose by 4 per cent. Total commercial vehicle production in the latest three-month period rose by 9 per cent, with increases of 12 per cent and 6 per cent for the home and export markets respectively.

Production figures of road motor vehicles cover complete vehicles, chassis with engines for delivery as such and unassembled vehicles for export. Road tractors are included but battery operated road vehicles are excluded.
Production for export may differ from actual exports as recorded in the Overseas Trade Accounts because of differences in timing and coverage.

Table 1. Recorded Production

	No. of Weeks	Passenger Cars (including taxis)				Commercial Road Vehicles			
		Totals	Home	Export	Weekly Average	Totals	Home	Export	Weekly Average
1963	52	1,607,939	958,766	649,173	30,922	403,781	238,876	164,905	7,765
1964	53	1,867,640	1,161,886	705,754	35,238	464,736	285,332	179,404	8,769
1965	52	1,722,045	1,069,374	652,671	33,116	455,216	280,976	174,240	8,754
1966	52	1,603,679	978,684	624,995	30,840	438,675	260,614	178,061	8,436
1967	52	1,522,013	988,273	563,740	29,846	385,106	245,692	139,414	7,406
1968	52	1,815,936	1,013,163	802,773	34,922	409,186	259,331	149,855	7,869
1969	53	1,717,073	892,758	824,315	32,398	465,776	272,998	192,778	8,788
1970	52								
1968 1st quarter	13	467,555	269,925	197,630	35,966	104,276	67,055	37,221	8,021
2nd quarter	13	489,132	264,041	225,091	37,626	104,465	66,754	37,711	8,036
3rd quarter	13	389,586	215,398	174,188	29,968	88,469	56,719	31,750	6,805
4th quarter	13	469,663	263,799	205,864	36,128	111,976	68,083	43,173	8,614
1969 1st quarter	13	451,156	239,544	211,612	34,704	120,445	71,361	49,084	9,265
2nd quarter	13	485,246	245,936	239,310	37,327	126,325	74,032	52,293	9,717
3rd quarter	13	354,572	185,096	169,476	27,275	98,435	57,463	40,972	7,572
4th quarter	14	426,099	222,182	203,917	30,436	120,571	70,142	50,429	8,612
1970 1st quarter	13	436,512	237,413	199,099	33,578	115,251	68,798	46,453	8,865
2nd quarter	13	470,164	263,064	207·100	36,166	132,415	78,431	53,984	10,186
3rd quarter	13	277,173	157,149	120,024	21,321	74,920	43,486	31,434	5,763
4th quarter	13								
1969 July	5	132,969	70,941	62,028	26,594	37,032	21,536	15,496	7,406
August	4	106,789	51,590	55,199	26,697	28,063	16,168	11,895	7,016
September	4	114,814	62,565	52,249	28,703	33,340	19,759	13,581	8,335
October	5	148,877	78,098	70,779	29,775	38,389	23,017	15,372	7,678
November	4	129,177	64,176	65,001	32,294	39,313	22,142	17,171	9,828
December	5	148,045	79,908	68,137	29,609	42,869	24,983	17,886	8,574
1970 January	4	146,560	80,854	65,706	36,640	40,610	24,524	16,086	10,152
February	4	135,489	72,851	62,638	33,872	35,117	21,608	13,509	8,779
March	5	154,463	83,708	70,755	30,893	39,524	22,666	16,858	7,905
April	4	136,760	75,475	61,285	34,190	39,341	24,667	14,674	9,835
May	4	137,766	76,016	61,750	34,442	41,542	24,494	17,048	10,386
June	5	195,638	111,573	84,065	39,128	51,532	29,270	22,262	10,306
July	4	80,827	42,953	37,874	20,207	22,284	12,055	10,229	5,571
August	4	96,052	57,227	38,825	24,013	25,222	15,280	9,942	6,306
September	5	100,294	56,969	43,325	20,059	27,414	16,151	11,263	5,483
October	4	139,926	79,658	60,268	34,982	45,098	25,885	19,213	11,274
November	4	155,006	89,489	65,517	38,751	45,231	25,682	19,549	11,308
December	5								

Table 2. Production – Seasonally adjusted

Monthly averages — Thousands

	Passenger Cars			Commercial Vehicles		
	Total	Home Market	Export	Total	Home Market	Export
1963	134	80	54	33·6	19·9	13·7
1964	156	97	59	38·7	23·8	15·0
1965	144	89	54	37·9	23·4	14·5
1966	134	82	52	36·6	21·7	14·8
1967	129	82	47	32·1	20·5	11·6
1968	151	84	67	34·1	21·6	12·5
1969	143	74	69	38·8	22·7	16·1
1970						
1968 1st quarter	143	84	59	32·4	21·2	11·2
2nd quarter	148	82	66	32·3	20·4	11·9
3rd quarter	157	85	72	34·5	21·7	12·8
4th quarter	158	87	71	37·1	23·0	14·1
1969 1st quarter	141	76	65	38·1	23·1	15·0
2nd quarter	150	78	72	39·5	22·9	16·6
3rd quarter	145	74	71	39·7	22·8	16·9
4th quarter	135	69	66	37·9	22·1	15·8
1970 1st quarter	138	76	62	37·2	22·7	14·5
2nd quarter	140	80	60	40·0	23·5	16·5
3rd quarter	116	64	52	30·8	17·5	13·3
4th quarter						
1969 July	155	80	75	41·8	23·9	17·9
August	148	73	75	39·7	22·7	17·0
September	133	70	63	37·5	21·8	15·7
October	131	63	68	32·9	19·5	13·4
November	139	69	70	41·1	23·6	17·5
December	137	76	61	39·7	23·3	16·4
1970 January	154	83	71	44·0	27·0	17·0
February	135	76	59	35·5	22·6	12·9
March	125	69	56	32·2	18·7	13·5
April	133	75	58	38·3	23·9	14·4
May	134	75	59	41·5	24·3	17·2
June	152	89	63	40·3	22·4	17·9
July	120	63	57	31·2	16·7	14·5
August	136	80	56	37·0	21·9	15·1
September	92	50	42	24·3	14·1	10·2
October	150	79	71	47·8	27·1	20·7
November	164	94	70	46·6	26·9	19·7
Average of:						
June-August	136	77	59	36·1	20·3	15·8
September-November	135	74	61	39·6	22·7	16·9
Percentage change	*– 1*	*– 4*	*+4*	*+9*	*+12*	*+6*

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Exhibitions and Fairs

Most comprehensive hardware show at Olympia

BRITAIN'S HARDWARE industry is amongst the largest of United Kingdom export industries, and British hardware in one form or another is exported to every country in the world. Annually at Olympia, London, British hardware, together with hardware from all over the world goes on display at the International Hardware Trades Fair.

The next fair – the 17th – which is to be held in the Grand, National and West Halls, Olympia, from January 25-29, shows every indication of being the most comprehensive yet to be staged, and will provide for the buyer the largest single exhibition of hardware in the United Kingdom.

Amongst the 30,000 products on display will be adhesives, bathroom fittings and accessories, brushes, mops and cleaning materials, builders', plumbers' and carpenters' requisites, cleaners, polishers and carpet sweepers, coffee making equipment, curtain fittings, do-it-yourself materials and tools, electric appliances – industrial and household, fancy goods, furniture, garden equipment, chemicals and fertilizers, glassware and pottery, heaters, holloware, home laundry equipment, hose fittings, household equipment, kitchen and cooking equipment, ladders, leathers, lighting, locks, paints, enamels and decorators' materials, picnic and camping accessories, plasticware, rubber goods, sanitary and cleansing products, scales, shopfitting and shopkeepers' equipment, swimming cutlery, tools – powered and hand, vacuum pools and pool accessories, tableware and ware, wirewares, woodwares and wrought iron.

Foreign representation is strong – there will be the government stands of Czechoslovakia, Germany, Ireland and Ontario. As well, there will be exhibitors from several other countries.

The exhibition will be opened by Mr. Michael Noble, Minister for Trade at the Department of Trade and Industry.

'Pepe' is one of Cross Paperware Ltd., of Dunstable, new matching sets to be exhibited at the Frankfurt Spring Fair in 1971. The set comes complete with matching cups, plates, napkins, tablecovers and party cases.

Non-destructive testing exhibition in London

THE LATEST TECHNIQUES in non-destructive testing (NDT) will be shown at the Department of Trade and Industry Non-Destructive Testing Exhibition at the Bloomsbury Centre Hotel, Coram Street, Russell Square, London, W.C.1 from January 26-28 inclusive. The exhibition, which will be open until 17.30 hours daily, forms part of the Department's programme of NDT exhibitions in major industrial areas and will enable executives and managers to evaluate the services and equipment available to industry from commercial firms and the Department's establishments.

Some 39 research establishments and companies will be participating in the exhibition. A typical exhibit will be that of the Non-Destructive Testing Centre at Harwell which has collaborated with the Bristol Engine Division of Rolls-Royce Ltd. in what is believed to be the first successful use of high-energy X-radiography in the examination of the internal features of a running engine. They have perfected a technique using a Vickers 'Super X' linear accelerator, for the inspection of running hot tolerances, in the Olympus 593 engine.

The Centre has also developed an ultrasonic, delayed pulse echo thickness gauge which measures the thickness of a component whilst it is being machined to an accuracy of 2.5 microns using an ultrasonic frequency of 10 MHz. The measuring rate is 2 KHz at 2.5mm and the thickness range from 2.0-25mm. The high-precision thickness gauge is in use at Rolls-Royce Ltd., Bristol Engine Division. Another example of the Centre's work has involved collaboration with Ronson Products Ltd. in photography moulded-cavities in plastic by the use of neutron radiography.

Other equipment on display will include NDT applications utilizing X-ray and gamma radiography, fibre optics magnetic particle, penetrant inspection and leak testing.

Demand for overseas buyers for its range of drinks vending machines is 'well up to expectations' according to Vending Centre (Holdings) Ltd., Watford, who recently completed its first participation in an overseas exhibition at Incomat in Vienna. Mr. Peter Bottomley (right), the company's marketing director, is seen here demonstrating a hot drinks table-top vendor at the exhibition.

Largest participation by British companies at sports trade exhibition

THE FEDERATION of British manufacturers of Sports and Games, in collaboration with the Camping Trade Association of Great Britain and the Department of Trade and Industry is organizing for the fourth year running a British group exhibit at the National Sporting Goods Association Show to be held in the newly rebuilt McCormick Place exhibition hall in Chicago from February 7-11.

In the sports equipment group, located in a prime position in the very centre of the main hall, the Federation will have a block of 17 British companies, occupying almost 3,000 sq. ft., while in the upper hall the Camping Trade Association of Great Britain has a group of nine British companies showing guns, fishing tackle and camping gear and occupying a further 2,700 sq. ft.

Occupying as it does a total of nearly 6,000 sq. ft. this is the largest British participation so far in this, one of the leading North American sports trade shows.

The NSGA Show attracts well over 20,000 trade visitors during its five-day run, and caters not only for the United States but also for Canada, with some attendance from other Western Hemisphere countries.

North America already takes one-third of British exports of sports equipment but even so, British sales represent, so far, only a very small percentage of the enormous American market for sports and leisure equipment of all kinds.

The high quality of British sports goods is increasingly appreciated by the American public and all the indications are that the North American market is well worth a good deal of time and effort, since the potential rewards are virtually limitless.

The British group participation is supported by advertising in the leading American sports trade journal *Selling Sporting Goods*, which is also the official journal of the National Sporting Goods Association itself.

As at every previous show, full publicity and support is given by the Commercial Department of the British Consulate-General in Chicago.

Safety display for London

LONDON IS to have an international safety exhibition at Olympia in October. It will be held in the National Hall from October 25-28 inclusive.

The exhibition is being organized by Boardman Exhibitions Ltd., in association with the British Safety Council.

Said a Council spokesman: 'This will be the largest event of its kind ever held in Britain. It will give the safety movement a great impetus.'

Mr. R. W. Boardman of Boardman Exhibitions Ltd. said: 'Over 40 manufacturers of safety equipment and public bodies have already taken space. Amongst leading international companies to be represented at the exhibition will be Du Pont Co. (United Kingdom) Ltd.'

Further details can be obtained from Boardman Exhibitions Ltd., 8 Leicester Street, Leicester Square, London, W.C.2 (Tel. 01-437 0678).

Extracts from the Report of the Commission on the Third London Airport

Mr. John Davies, Secretary of State for Trade and Industry, received the report and recommendations of the Commission on the Third London Airport on December 18.

Answering a written Parliamentary Question Mr. Davies said that he 'must place on record the Government's deep appreciation of the thorough and exhaustive study which the Commission have made. The Government has decided that this report should be printed and published at the earliest practicable date. It is a substantial document and publication will take about six to eight weeks.

'However, in view of the great public interest in this most important matter, and to avoid speculation, we have decided to make known at once the recommendations and the broad line of reasoning which led to them.

'The Commission has at my request prepared in the form of a press release a summary of some of the main reasons for its recommendations, though it has emphasized that this summary is no substitute for the full appraisal of the evidence contained in the report.

'The Government intends that decisions on the location and the timing of the construction of the Third London Airport should be taken as soon as possible. The Government will, however, allow adequate time after publication of the full report for public discussion and for consideration of the views of those concerned before coming to a firm decision. They hope that interested parties will study the full report before deciding on the nature of any representations they wish to make.'

NOTES:

The Commission (except Professor Buchanan) makes three main recommendations:

(a) a third London airport should be built at Cublington in Buckinghamshire;
(b) the first runway at the airport should be brought into operation during 1980;
(c) immediate planning should take place in order to provide the opportunity for an earlier opening date should subsequent events make this desirable.

Professor Buchanan agrees with the second and third of these recommendations, but in a note of dissent disagrees with the first and recommends that a third London airport should be built at Foulness.

The report of the majority has recommended that compensation should be paid in the areas which would be affected by the worst of the noise caused by an airport at Cublington as well as to those whose land will be required for the airport itself.

The chairman of the Commission, Mr. Justice Roskill said after he had submitted the report:

'My colleagues and I are well aware that our recommendation will be a bitter blow to those in the Buckinghamshire area, however much it may come as a relief to those in the areas which would have been affected by the choice of one of the other three sites on the short list. But we have felt reluctantly compelled to make the recommendation because we are convinced, for the reasons which will appear when our report is published, that Cublington is the right answer, notwithstanding the hardship which will be caused to those directly affected and the loss of countryside involved.'

Supplement to 'Trade and Industry', January 6, 1971

Extracts from the Report of the Commission on the

Note – the report consists of 14 chapters, 23 appendices and a note of dissent. It is impossible to make a brief summary of these but the following paragraphs contain extracts to explain in summary form some of the main reasons for the recommendations. The Commission emphasizes that the extracts are no substitutefor the full appraisal of all the evidence contained in the report of the majority of its members.

I THE TERMS OF REFERENCE

The Commission's Terms of Reference were:

> to inquire into the timing of the need for a four runway airport to cater for the growth of traffic at existing airports serving the London area, to consider the various alternative sites and to recommend which site should be selected.

II THE SITE CHOICE

The problem

There is no ideal site for a new London airport. The air traveller, the airline operator and the airport authority unite in wanting a site as near as possible to the air travel market. To meet their needs homes will be at worst destroyed and at best subjected to noise. Those who lose their quiet environment but not their homes will as the law stands go wholly without compensation. Noise and pollution will replace peace and irrevocable damage will be done to our national heritage by the impact on the countryside and the destruction of ancient churches and houses.

The more it is sought to avoid imposing an airport on an existing populous community, the further away must the airport be sited. But if it be sited too far it will not serve its purpose as an airport. There are only two possible solutions. Open countryside sufficiently near the existing populous centres to keep the advantages of comparatively easy access but sufficiently distant to avoid injuring those centres must be taken or a solution must be found in a coastal site by reclaiming land from the sea.

There is little point in spending vast sums of money on high speed aircraft if adequate provision is not made to enable traffic to pass swiftly through airports and if easy access to and from airports in terms of distance and time is not provided. A partial solution to these problems may be worse than no solution but every solution has its price.

The needs of the air traveller should not be given decisive weight. The air traveller is not in general making more than a few journeys a year. The man on the ground who suffers from the noise caused by the air traveller's aircraft is the victim of this nuisance. He endures the interruptions caused by aircraft. Yet the number of passengers likely to be using the new airport in the year 2000 may exceed 100 million. Even at Nuthampstead – the worst site for noise – the number of households significantly affected by noise should be less than 100,000 and at Cublington it should be less than 30,000. Whichever site is chosen it will in general impose continuing penalties on the air traveller when his future use of the new airport is compared with hs present use of existing airports nearer to London. These penalties are just as real to him as is the burden on the householder who has had the nuisance of aircraft noise brought on his head for the first time. Although both the British Airports Authority and British European Airways regard Cublington as the least unacceptable of the four sites, they have claimed that all are too far from London. They clearly believe that the interests of the air traveller had been sufficiently sacrificed by our exclusion of sites nearer to London from our short list.

It has generally been accepted that there should be a third London airport and that this country should not purchase peace and quiet at the price of cutting itself off from the world's main air routes. There remain some who argue that we should not attempt to meet the demands of the air traveller because the sacrifice is too great. If an air traveller wishes to make his journey whether on business or holiday, we see no reason why he should not be allowed to do so. We see no reason why the pursuit of leisure should not allow a flight to Rome to see the Sistine Chapel but permit a car journey to Audley End or Waddesdon Manor. Though views may differ on the value of holiday or business journeys by air, particularly among those who are affected by the resulting aircraft noise, we accept that this country derives and will continue to derive great benefit from the further development of air travel. We accept that in addition an airport can bring employment and wealth to many.

We are fully alive to the destruction and hardship which a new airport would cause but conservation does not consist only of a defensive strategy to preserve the past. It consists also of the provision of increased opportunities to satisfy future needs and where possible to put right the mistakes of the past. An airport anywhere in this small country, whether in the north, the midlands or the south east, wherever it be sited, must cause environmental damage. Unless this country is not to have a third London airport, some environmental sacrifice must be accepted. To many people the question is whether environmental damage at any one of the four sites is so much less than at others that that site must for that reason alone be preferred to the others.

We were enjoined by some to produce a national airports plan. Others have pointed out that the choice between the four sites could not be settled in the absence of such a plan. It was no part of our task to devise such a plan and we have resolutely resisted any attempt to do so. While some claimed that the choice of Foulness would be consistent with the likely development of a national airports plan but that the choice of Thurleigh, or even Cublington, would prejudice it, we do not believe that Foulness, if not otherwise the right choice, becomes the right site for a third London airport because it leaves other options open. We have been urged to base our recommendation solely on the growth of traffic which has its

Third London Airport

Courtesy of Flight International

origins and destinations in London and the south east and to ignore the growth of traffic which currently flows through London's airports with origins and destinations elsewhere. We consider that it would be wrong to ignore altogether the traffic from other regions.

Two different approaches have been suggested to us. One has been called the market approach and the other the planning approach. Neither on its own can provide the answer. The market or investment approach seeks to make the most productive use of the nation's resources and thereby achieve the maximum increase in the nation's wealth. The planning approach seeks to identify certain socially desirable aims such as conservation of the countryside and optimum distributions of population and employment. It applies aesthetic and cultural standards to this end. Alternative courses of action are compared according to their respective contribution to the achievement of these aims. But an airport cannot effectively be used as an instrument of planning and social policy if it fails satisfactorily to serve its primary purpose as an airport.

We have seen our task as requiring us to balance the advantages and disadvantages – both from the investment and the planning points of view – of the four sites in the light of our judgment on the massive evidence before us. It is in this approach rather than in any other single respect that our conclusion and that of Professor Buchanan differ. He regards the planning and environmental factors as constraints to which all other factors must submit. No matter how well a particular site will serve as an airport in other respects, if that site fails to satisfy planning and environmental considerations that site must be rejected. We do not believe that any single factor can dictate the answer and our selection of the short list in which Professor Buchanan joined us reflected this belief.

The rejection of Nuthampstead

No one suggested the choice of Nuthampstead at the final series of public hearings. Yet the logic of much of the argument of the British Airports Authority and British European Airways should have led to a preference for Nuthampstead. Absence of support for Nuthampstead cannot be regarded as sufficient justification in itself for rejecting it. It would be the second cheapest site to construct. Like the other inland sites its choice would probably avoid the capital costs of enlarging Luton. The Ministry of Defence regarded it as the most acceptable of the inland sites. It is the site which confers the greatest benefits upon air travellers with origins and destinations in the south east. However it is the worst of the four sites for noise. We have accepted the advice given by Dr. Burns (Director of the South East Joint Planning Team, who gave evidence in a private capacity) and others that on regional planning grounds it is the least desirable of the four sites, particularly when the associated urban development is considered as well. Its selection would seriously compromise important planning objectives including the need to conserve the countryside to the north east of London for recreation as well as for agriculture. The planning objections to the site are greater than the comparable objections to an airport at any other of the three sites unless we assume a total reassessment of a large part of the proposals concerning regional planning strategy for the south east which have emerged from the work of the South East Joint Planning Team. We have assumed that the strategy recommended by the South East Joint Planning Team will in substance become government policy. To recommend Nuthampstead as the site for the airport would contradict that assumption.

The rejection of Foulness

One of the advantages often claimed for Foulness was the possibility of combining an airport with a seaport and possibly also with large scale industrial development because of the possibility of sharing certain costs. There are grave regional planning and environmental objections to large scale industrial development in addition to an airport and a seaport – objections comparable with those raised against an airport at Nuthampstead. The combined evidence of the Essex County Council and of Dr. Burns left no doubt about these objections. Even if we felt able to accept that some cost advantages to an airport at Foulness might arise from association with other projects, these would be more than outweighed by the planning and environmental disadvantages which would result. If therefore Foulness is to be recommended it must be because it is the best airport site in its own right.

There is no difference of view in this respect between Professor Buchanan and ourselves, for he regards it as an advantage for Foulness that the physical limitations of the area would prevent enormous growth of the kind envisaged in the suggested schemes for seaport and industrial development. His views upon the question of growth in south east Essex and his preference for Foulness lend no support to the proposals put to us by the Thames Estuary Development Company, the Thames Aeroport Group and others.

We were urged by the Thames Estuary Development Company to accept that Foulness had some special advantage in that private capital would be available for the development of an airport there but not for an airport at an inland site. The company accepted

Extracts from the Report of the Commission on the Third London Airport, *continued*

that its proposals could not be implemented without cost to the taxpayer. In brief its proposals were that a development company should be formed in which the state would be interested and to the capital of which it would contribute by supplying the seabed and foreshore. That company would reclaim and develop the land part of which would then be leased to the airport authority at a rent calculated to recoup the costs of the reclamation and of the finance. We can see that the scheme as put to us would be attractive to its promoters as well as to those who would put up the capital. The entire risk of failure of the airport would in fact be borne by the airport authority and thus ultimately by the taxpayer. We were not persuaded that the use of private capital would lead to more efficient construction in the circumstances which we are considering nor do we see why private capital could not be equally available for an airport at the inland sites particularly if planning permission for industrial development in the neighbourhood were to be given.

Foulness has the operational advantage of any site at sea level of being little affected by cloud. It is relatively economical in its demand for additional controlled airspace. An airport at Foulness would close fewest public scientific establishments and cause virtually no interference to the operations of private manufacturers' airfields. It would not encroach upon any airspace used by either the Royal Air Force or the United States Air Force to such an extent that redeployments would be required. The only major defence disadvantage of Foulness is that it would force the removal of the Shoeburyness range earlier than is likely to be necessary if any of the inland sites were chosen. Foulness has become the Ministry of Defence's most favoured site despite the cost of removing the range. It is not yet certain where the range will go when moved and what the consequences would be for those who find it in their midst. But with an opening date for the airport of 1980 this uncertainty need not delay the inception of the planning and construction work of an airport at Foulness though the timetable would be tight.

Our collective and subjective judgment on the planning issues is that an airport at Foulness may be preferable to an airport at either Cublington or Thurleigh. All three sites involve some regional planning disadvantages, particularly when the associated urban development is considered as well. In the case of Foulness the risk is of overcrowding and in the cases of Cublington and Thurleigh the risk is of overheating – that is, stimulating excessive employment growth. These risks could be reduced by the timely and effective exercise of planning controls but while there could be regional planning advantages in an airport at Foulness, such an airport raises as many planning problems as it solves.

If regard be had only to loss of homes, of countryside and to amenity, to loss or damage to churches, country houses or other historic buildings and to disruption of community life there could be no doubt that an airport at Foulness would cause less loss and damage than an airport at either Cublington or Thurleigh. Foulness has the unique advantage that it involves no encroachment by the airport site itself on to land and no demolition of houses or other property on the site area is required. But an airport at Foulness would require land to be taken to house the airport dependent population. It would also cause serious environmental loss. The destruction of wild life and coastline will be as deeply felt by those concerned to safeguard one part of the nation's heritage as the loss of countryside and its treasures will be felt by those concerned to safeguard another part of that heritage. Those who press the claims of conservation are not unanimous in believing that a choice between wild life and coastline on the one hand and countryside and churches – even churches of the distinction of Stewkley – on the other must always lead to the sacrifice of the former.

Foulness has the advantage that the earlier provision of new roads to the east of London to meet the needs of the airport is likely to do less environmental damage to rural areas than the corresponding provision of new roads to the north west of London to meet the needs of an airport at either Cublington or Thurleigh. But a second new motorway will be required sooner in the case of Foulness than in the case of Cublington and Thurleigh. The roads required in the south Essex corridor are likely to do damage to urban areas on a scale which will not occur in the corridors between London and either of the inland sites. Recent experience suggests that public resistance to the construction of motorways through heavily populated areas is no less strong than to the construction of motorways through open countryside.

An airport at Cublington or Thurleigh would effectively bring to an end air transport operations at Luton. An airport at Foulness would encourage further growth of such operations at Luton. Even a relatively modest growth would mean that more households would be affected by the noise caused by Foulness and Luton combined than by the noise caused by either Cublington or Thurleigh. If growth of Luton were restricted by administrative action, air traffic would tend to prefer airports other than Foulness. If curbs were not placed upon Luton's growth a new realigned runway would be needed for commercial reasons, yet if this were allowed, the noise from this one realigned runway would affect almost as many households as the noise from four runways at Cublington.

The choice of Foulness would encourage developments at other existing airports and possibly earlier provision of new airports elsewhere in the country. Many have claimed that such developments would benefit the localities affected and should count as a credit to Foulness but a glance at the map shows that the disadvantages would in many cases be considerable. Those sensitive to the undoubted damage to both urban and rural environment caused by a third London airport were surprisingly insensitive to the comparable damage which would be caused by the expansion of traffic both at minor airports within the south east and at provincial airports further afield. Many seemed to believe that a new inland airport at the edge of the London Metropolitan area was an outrage but that a similar development on the outskirts of Manchester or Birmingham would be welcomed by the local populace.

While the noise and environmental damage caused by Foulness when viewed in isolation is less than the damage caused by either Cublington or Thurleigh, we do not believe that this problem can be so viewed. We have to consider the long term repercussions of each of the sites. In these respects the superiority of Foulness is by no means as great as has been popularly supposed.

There is no technical barrier to the construction of an airport at Foulness but the costs would be higher than in the case of Cublington or Thurleigh. This arises because a large proportion of the total expenditure has to be incurred before the first runway can be opened due to the need to reclaim the land on which the airport would be built. In addition there would arise the associated capital expenditure at Luton.

By far the greatest disadvantage of Foulness arises from its relative inaccessibility to air traffic by reason of its geographical position. This affects the volume of traffic using the airport throughout its operating life. The traffic estimates show that in the single year 1991 some 12 million more air passenger journeys would be made through the airport if it were at Cublington or Thurleigh than if it were at Foulness. By the year 2000 this gap will have widened to some 30 million air journeys out of a total of some 200 million in the system of airports which we have considered. Concealed within these large aggregate totals are countless different decisions by air travellers about their choice of airport and their means of surface transport. For some air travellers Foulness will obviously be the preferred choice but the map shows that for the majority this cannot be the case. The fact that these passengers may nevertheless decide to make their journey does not imply that they suffer no disadvantage.

The extent to which the volume of traffic differs as between sites is a crucial indication of the likely success or failure of one site compared with another. On this also depends the commercial suc-

cess of the airlines and of the British Airports Authority. Many Foulness supporters have recognized this traffic disadvantage but have urged us to accept that it could be overcome by forcing airlines to use Foulness in preference to other airports. Greater use of other airports with additional noise nuisance in their vicinity and less disadvantage to the airlines would be the result. Further there would be a serious risk of loss of some traffic to other countries and a possibility of foreign governments imposing penalties upon British airlines abroad as a reprisal for their airlines being forced to operate from a badly placed airport.

We have considered the provision of special high speed rail links to Foulness from both London and the Midlands. A new conventional but high speed link from London to Foulness would be needed from the time the airport opens. The provision of new links to other parts of the country would also be costly but the volume of traffic using them would be substantially lower and the level of fares required to cover the costs correspondingly higher. If the fares both from London and from elsewhere have to be low enough to overcome the lesser attraction of a particular site, it is unlikely that the capital costs of high speed links could be justified commercially. If those links cannot be so justified, either they will not be built or subsidies from the public funds will be required.

Neither direction of airlines nor subsidy of surface passenger movements is the answer to an inaccessibly sited airport. These measures do not reduce the total burden which is determined largely by the facts of geography. They merely shift it.

Foulness is less attractive economically than the two inland sites because its relative inaccessibility to traffic must delay the achievement of an adequate return upon the investment and because the capital costs of the construction of an airport and of the surface access links are greater. It was argued that the nation should be prepared to accept this loss arising from a deferred return upon its investment as part of the price for avoiding the greater injury claimed to be caused by an airport at an inland site. But if the traffic forecasts prove to have been too high, that deferred return may be deferred forever. There is a substantial risk that Foulness would never produce an adequate return on the substantial capital sums invested in it and that it would become a liability to the taxpayer. The inland sites are much less exposed to this risk. The nation cannot afford to decide the site for the third London airport on the basis of a serious misallocation of resources.

The investment of the nation's resources in the airport involves capital expenditure upon items such as defence redeployments and current and operating costs throughout the life of the airport. These costs represent direct claims upon the nation's resources. When these are considered Cublington is better than Foulness by some £100 million. We emphasize that all items of travel time and noise nuisance are excluded from this figure.

Foulness is less well placed than Cublington for access to the main airlanes particularly to those which carry the heaviest flows of air traffic. There is also the question of safety. Foulness shows a slight disadvantage compared with the inland sites.

The greater part of the expected traffic is estimated to be for leisure purposes. It was argued to us that it was a matter of indifference to most leisure passengers which third London airport site was chosen. While there are many passengers for whom access to Foulness on the one hand and to Cublington or Thurleigh on the other hand would be equally easy there is a considerable number for whom the difference between the sites in time and money is considerable. The traffic estimates show that some of the greater volume of leisure traffic expected at the inland sites is due to traffic generated by the proximity of the airport. Although the proportion is small the number of such journeys in a year runs into millions. We see no reason why the benefits which these passengers would derive from air travel should be ignored.

Should the noise and environment sacrifices be large in relation to the need for access to the airport then the needs of the air traveller cannot take priority. The converse is equally true. One interest or the other or possibly both would suffer. But the compensation laws are not immutable and it must not be assumed that no way can be found to mitigate the losses of those for whom under the existing law no compensation is available. We believe therefore that the right answer in the interests of the nation rests in a choice of site which, however damaging to some, affords on a balanced judgment of advantages and disadvantages the best opportunity of benefiting the nation as a whole. To choose a site which, though it possesses disadvantages, also yields greater advantages increases the ultimate gain to the nation and through this can come the greatest opportunity of compensating those who will suffer.

A third London airport will afford a means of alleviating the noise burden caused by Heathrow. Many have claimed that Foulness would be the best site for this purpose. We disagree. The site which has the greatest chance of doing this – and also possibly of preventing an increased noise burden at Gatwick – is the site which is least unattractive to air passengers and to airline operators. The choice of Foulness would undoubtedly increase the already powerful attraction of Heathrow and Gatwick to air traffic and to airlines. To accept the present Heathrow noise burden as a disaster which nothing can be done to mitigate and to ignore such benefits as a third London airport at an inland site can afford is a counsel of despair for the millions of people in the Heathrow noise shadow.

We have therefore reluctantly felt obliged to reject Foulness as the site for the third London airport and to prefer one of the two remaining inland sites.

The rejection of Thurleigh

Cublington and Thurleigh have much in common. Each has merits and each has disadvantages. Physically Thurleigh corresponds closely with the traditional idea of a suitable airport site. In contrast with Cublington it is relatively flat and its lower altitude would ensure better meteorological conditions.

Thurleigh is less well placed for serving traffic with origins and destinations in the south east. Its advantages derive from good communications with the midlands and the north. On the other hand Cublington is better placed for serving traffic with origins and destinations in the south east while also being well placed to handle traffic with origins and destinations in the midlands and the north. As a result the benefits to the air traveller are substantially greater at Cublington than at Thurleigh particularly to the business traveller. The two sites will attract almost the same volumes of traffic but Cublington answers the description of a London airport better than Thurleigh. Cublington is better placed than Thurleigh for access to the most frequently used airlanes.

THE COMMISSION ON THE THIRD LONDON AIRPORT

The Commission were set up on May 26, 1968 with the following terms of reference: To inquire into the timing of the need for a four runway airport to cater for the growth of traffic at existing airports serving the London area, to consider the various alternative sites, and to recommend which sites should be selected.

The setting up of the Commission was announced in the House of Commons on February 22, 1968.

The Commission began by considering a wide range of alternative sites, eliminated those which were clearly unsuitable and identified those which merited more detailed consideration. From these the four short-listed sites at Cublington (Wing), Foulness, Nuthampstead and Thurleigh (Bedford) were then chosen for full cost/benefit study. A public hearing of local evidence was held at each of the sites. Meanwhile the Commission's research team were carrying out their own studies into matters relevant to the choice to be made between the short-listed sites. Finally 74 days of public hearings were held in London from April 6 to August 12, 1970 to allow interested parties to test all the material produced at the earlier stages. The Commission took evidence from over 160 witnesses, some 3 million words were spoken, and over 350 documents and representations were considered.

Extracts from the Report of the Commission on the Third London Airport, *continued*

Thurleigh requires more controlled airspace and therefore causes heavy costs of relocation of activities which at present use uncontrolled airspace, including four costly defence redeployments of which two are common to both Thurleigh and Cublington and of which two are special to Thurleigh. Thurleigh would cause a number of other redeployments which do not involve major expenditure but some of which lead to a loss of operational capability. For Cublington the main problem is the Air Support Command airfield at Brize Norton. Although the Ministry of Defence told us that it would be impossible for that airfield to fulfil its present functions once operations at an airport at Cublington had built up we believe that the Brize Norton problem has been exaggerated. Either it will not arise or if it does arise it can be solved without the serious consequences feared by the Ministry. Recalling the manner in which the Shoeburyness range at the time of the Stansted controversy was held to be a major impediment to the choice of Foulness as an airport site, we consider it important that Brize Norton should not be allowed to become the Shoeburyness of Cublington. We have examined the redeployments said to be required if the airport were to be at Thurleigh and have been persuaded that they cannot be avoided if the defence of the country is not to be compromised.

Unlike Cublington, Thurleigh would necessitate the immediate removal of part of the Royal Aircraft Establishment at Bedford and would eventually force the removal of the wind tunnels. It would cause the closure of the Lord's Bridge Observatory. It would interfere with flying from the Cranfield Institute of Technology to such an extent that part of the institute would have to be moved. It would also interfere with certain major manufacturers' airfields which would not be affected by Cublington.

Our collective and subjective judgment on the planning issues is that Thurleigh is to be preferred – perhaps only marginally – to Cublington. Neither site is inconsistent with the new regional planning strategy for the south east but both present problems. We believe that these can be overcome but that a solution would be easier at Thurleigh than at Cublington which has the special problem of Milton Keynes. The impression which we have formed from both the evidence and direct knowledge of the areas leads us to conclude that an airport at Cublington will cause greater environmental loss than an airport at Thurleigh.

The disadvantages of either site to those presently living in the area are immense. At Cublington there are more households on the site itself than at Thurleigh. At Thurleigh there are more households in the high noise zones and in the low noise zone than at Cublington. At Cublington however there are more households in the medium noise zones.

The selection of Thurleigh would make a greater direct claim upon the nation's resources than Cublington – £86 million more. This is largely due to the effect of Thurleigh on activities requiring freedom from civil aircraft interference.

Cublington affords a better chance than Thurleigh of alleviating the noise burden from Heathrow because it is the site to which air traffic could more easily be transferred from Heathrow.

The environmental disadvantages of Cublington are many and serious. The noise damage and other loss affecting the Vale of Aylesbury and the loss of Stewkley Church are harsh sacrifices even though the latter could be moved but we reluctantly feel unable to accept that the sacrifices outweigh the undoubted advantages of Cublington as the site for a third London airport. No doubt the recommendation of Cublington which we feel compelled to make in the interests of the nation as a whole will come as a relief to those who would have been adversely affected by an airport at any of the three other sites. Their relief is no comfort to those affected by our choice. We realize that the prospect of an airport at Cublington will be regarded with abhorrence by most people affected. But the resulting noise burden even by the end of the century should be only a very small fraction of that presently inflicted by Heathrow. Further the environmental loss must not be viewed in isolation but as part of a national problem and the loss in Buckinghamshire will be accompanied by gains elsewhere.

In an attempt to mitigate the losses which will be suffered by those affected by Cublington we recommend that arrangements should be made so that those who want to sell land before it has compulsorily to be purchased are able to do so without loss. In addition we recommend that those living in the areas which will be affected by noise nuisance at least within the 55 NNI contour should be treated so far as compensation is concerned in the same way as those who live within the site area itself.

III THE TIMING OF THE NEED

We have to determine what is the date the first runway should be available at the third London airport and when a decision is needed to set in train the initial planning.

Three main problems arise:

(a) how to compare air traffic levels against airport capacity to discover when existing capacity becomes inadequate;

(b) how to predict with any reasonable measure of certainty air traffic levels over the next ten years;

(c) how to determine which airports should be included in the analysis.

We have attempted to measure the costs which would result from an increasing volume of traffic being channelled through Heathrow and to identify the year when the congestion costs will exceed the costs of advancing the opening of the third London airport. This method was accepted in principle by the British Airports Authority.

Inadequate provision of capacity would lead to serious loss of business. It is less costly to be a year too early than a year too late. Planning and construction can be more easily slowed down than accelerated. We therefore adjusted the delay costs by an assessment of the likelihood that they would be incurred at a given year. This approach reflects the consequences of being too late. The effect is to advance by two years the date for opening the airport compared with the date calculated for the 'best estimate' of traffic.

We had before us five different sets of traffic forecasts. They showed the demand currently being served at Heathrow and Gatwick growing to between 29 million passengers and 37 million passengers by 1975, to between 48 million and 73 million by 1981 and to between 66 million and 110 million by 1985. In terms of total air transport movements the forecasts show the demand currently being served at Heathrow and Gatwick growing to between 335,000 and 428,000 movements by 1975. The range for 1981 is between 421,000 and 589,000 and in 1985 it is between 472,000 and 721,000.

The forecasts imply a substantial increase in the number of visitors from abroad. One set of forecasts identified this element separately on the basis of figures supplied by the British Tourist Authority. The Authority's figures were challenged as unrealistic. While there may be doubts about each of the component parts of the forecast when considered in isolation, the weight of the evidence suggests that there is less doubt about the total forecast.

There remain uncertainties which affect the future demand for conventional airport capacity. The possibility of the Channel Tunnel is one. The possibility of short or vertical take-off and landing aircraft (STOL or VTOL) is another. Both of these were said to be likely to affect the future growth of demand for short-haul air services. We are naturally attracted by anything which offers a real prospect of satisfactorily resolving the problem of congestion at London's airports. But it would be irresponsible to recommend a solution which rested on so many unknowns. The development and construction of a fleet of operational STOL or VTOL aircraft

Members of the Commission at their first public hearing. From left to right: Prof. A. A. Walters (Professor of Econometrics and Social Statistics, Birmingham University – now Cassel Professor of Economics, London University); Mr. Arthur Knight (finance director, Courtulds Ltd. – now deputy chairman); Prof. David Keith-Lucas (Professor of Aircraft Design, College of Aeronautics, Cranfield); Mr. J. Caines (Secretary); The Hon. Mr. Justice Roskill (Chairman); Prof. Colin Buchanan (Professor of Transport, Imperial College of Science and Technology); Mr. A. Goldstein (Partner in R. Travers Morgan and Partners, Consulting Engineers); Mr. A. J. Hunt (Principal Planning Inspector, Ministry of Housing and Local Government).

are only part of what is needed. Before any large numbers of passengers can be carried by these new vehicles a complete system of suitable airports might have to be available not only at cities in this country but also at destinations in western Europe. The introduction of STOL or VTOL services thus depends upon the provision by government or by industry of very large sums of money – an event which cannot be taken for granted. Any increase in the total number of aircraft movements at low altitudes would add to the existing noise problems in the London area. Our conclusion is that we cannot base our recommendation on the assumption that STOL or VTOL would bring about an absolute reduction in the pressure on conventional airport capacity until the end of the 1980's at the earliest.

The earliest date for the third London airport suggested on the assumption of only one runway at Gatwick was the British Airports Authority's date of 1977 but the Authority favoured building a second runway at Gatwick before embarking on a new third London airport. British European Airways' earliest date was 1983 on the same assumption and with the same caveat. The Wing Airport Resistance Association suggested a date in the late 1980's by which time it believed that STOL or VTOL or both might be developed sufficiently to affect the need for the airport.

There is a strong case for making the best use of existing airports by increasing the intensity of use until the costs and inconvenience of congestion become overwhelming. Heathrow, Gatwick and Luton are all relatively well placed to attract traffic and on average have better access for passengers than any of the four sites. A deliberate policy to curb the growth of traffic at such existing airports would deny potential passengers the use of airports more convenient than the new airport. It could also force upon airlines the costs of split operations sooner than they would wish.

Those affected by the noise disturbance caused by existing airports favoured an early date for the third London airport. The imposition of a ceiling on the growth of Heathrow, Gatwick or Luton would be welcomed by the populations at present within the high noise zones as well as by those who would be brought within them if traffic levels increased. It would also be welcomed by local planning authorities who fear the consequences of further expansion of employment at these airports.

It is not for us to consider and report upon the merits of proposals for the extension of airports within or without the London area. Nevertheless our recommendation inevitably involves our forming conclusions about such extensions or closures and their consequences. The capacity of other airports becomes a matter of assumption or prediction in the light of the evidence but not the outcome of an elaborate study of the entire system of airports throughout the United Kingdom. Those who most strongly favoured the policy of increasing traffic at provincial airports before a new London airport was opened did not claim that the effect would delay the need for more than between one and two years by the mid-1980's. We were not persuaded that the use of these airports should be encouraged by a deliberate policy of curbing the growth of airport capacity in the London area. Existing airports are in general less well sited in relation to residential areas than our four sites which were selected with noise disturbance considerations in mind. However to limit the growth of capacity at London's airports deliberately in the hope that a minority of current users (those travelling to or from places outside London and the south east) may as a result find air services developing at nearer airports would be deterimental to the interests of the majority of users who do live in London and the south east. When calculating the timing of the need we have ignored any contribution which airports outside the London area might make.

Two technical factors are relevant to the timing of the need: the effect of turbulent wake on the spacing of aircraft on approach to land and after take-off and the introduction of computer assistance for approach sequencing. The former problem was given much publicity at the time when the Boeing 747 aircraft entered airline service. Vortices produced by these aircraft are a source of danger to smaller aircraft following in their wake. The regulations on spacing introduced at the beginning of 1970 have already been relaxed but they still affect airport capacity.

Computer assistance for approach sequencing is now being developed to reduce time losses on the approach paths to airports by using an electronic computer to assist the air traffic controllers in marshalling aircraft one behind the other correctly spaced for landing. This facility is likely to be installed at Heathrow by the late 1970's and to improve peak runway capacity by ten per cent.

Making allowance for both these technical factors our assumption is that the practical annual capactiy of Heathrow by 1980 will be about 310,000 air transport movements.

So far as Luton and Stansted are concerned our preferred assump-

Extracts from the Report of the Commission on the Third London Airport, *continued*

tion for calculating the timing of the need is that the two combined will provide annual capacity for 54,000 air transport movements. We express no view how that level of capacity should be achieved or allocated between the two airports.

We think it unlikely that computer assistance for approach sequencing would be provided at Gatwick if the airport continued with only one runway. On this basis the practical annual capactiy at Gatwick will be about, 110,000 air transport movements by 1980 if allowance is made for turbulent wake. The combined effect of these assumptions is to produce a total practical annual capacity for air transport movements of about 475,000 by the end of the decade.

There is no reason to anticipate that the capacity at Heathrow, Gatwick with one runway, Luton and Stansted will be exhausted before 1978 – the earliest date by which the first runway of the third London airport at any of the four sites could be operational. What assumption to make in relation to the second runway at Gatwick must be considered against the background of this fact.

In our view there is a marked difference in principle between assuming continued growth of an airport by increasing use of existing runway capacity and assuming an increase in that capacity achieved by laying down fresh concrete. We have not been persuaded by the case made for postponing the third London airport by making this latter assumption at any airport. We are not therefore prepared to assume that a second runway at Gatwick will be built. However unwelcome a third London airport at any of the four sites may be, we think it would be irresponsible to escape the consequences by placing faith in a series of at best uncertain developments which will only serve to delay the new airport by between one and two years.

It was suggested to us by the Chairman of the British Airports Authority that a second runway at Gatwick was needed because of what he described as four lost years due to the change of policy in setting up the Commission instead of proceeding promptly with the proposed third London airport at Stansted. We are unable to accept this view in the light of our clear conclusion that our forecasts of traffic and of airport capacity show that a third London airport can be provided at any of the four sites before present airport capacity in the London area is exhausted. Indeed Mr. Masefield agreed that if these forecasts are right, it would have been premature to have started building an airport at Stansted four years ago.

In making our choice of date for the opening of the first runway of the third London airport we attach weight to the arguments of those who favour an earlier rather than a later date. The present forecasts suggest 1981 as the most likely date. It is impossible to predict whether in the event these forecasts will prove to have been too high or too low. We think it wrong to choose a date which might lead to a substantial overload at Heathrow thus further exacerbating the noise problem for London and involving costly delays to air traffic. Our conclusion is that planning should be carried out so as to ensure that the first runway of the third London airport will be operational during 1980.

Even if 1980 be accepted as the right date a decision upon implementation of that recommendation must not in our view be delayed for a further two years or more. We recommend that the decision should be taken as soon as possible so that immediate planning can take place. This will then provide the opportunity for an earlier opening date should subsequent events make this desirable. Similarly such a decision will not eliminate the opportunity for delaying work should subsequent events make it desirable to open the airport at a date later than 1980.

Nothing in the evidence affords any justification for expecting new information during the next few years which would affect the choice of site. Moreover to delay a decision on the choice of site necessarily continues the hardship caused by uncertainty to all those affected at each of the four sites – in other words planning blight.

We have received much evidence from the beginning to the end of our work regarding the nuisance caused by the amount of aircraft using Heathrow. Its weight was overwhelming. We made it plain that the Heathrow problem was not for us to consider but we cannot wholly exclude it from our consideration any more than we have been able to exclude the future of other airports. After the final series of public hearings we asked the Department of Trade and Industry to estimate for us the number of households presently affected by the current level of operations at Heathrow. The Department has told us that some 700,000 households are already within the 35 NNI contour at Heathrow. This is over twenty five times the number of households which would be affected by an airport at Cublington when its operations reach the level of traffic forecast for the year 2006. The capacity for Heathrow of about 310,000 air transport movements which we have assumed would obviously add to the noise disturbance caused by that airport – it represents an increase of some 70,000 air transport movements as compared with the year 1969/70. These figures show that, however understandably resented noise nuisance is at all of the three inland sites, this nuisance is small in comparison with the nuisance presently caused by Heathrow. The third London airport affords the Government an opportunity of lessening the Heathrow noise nuisance. The immediate planning which we have recommended would also enable the Government to avoid if it so wished the increased noise of other airports by ensuring that the third London airport was available before 1980.

IV EXTRACT FROM PROFESSOR BUCHANAN'S NOTE OF DISSENT ON THE SITE CHOICE

It is with great regret after the long journey with my colleagues that I find I disagree with their choice of site though not with their forecast of the timing of the need. I believe it would be nothing less than an environmental disaster if the airport were to be built at any of the inland sites, but nowhere more serious than at Cublington where it would lie athwart the critically important belt of open country between London and Birmingham. I have reservations about the cost/benefit analysis and the resulting conclusion that Foulness must be ruled out on economic grounds. From the point of view of national airports policy (which I have found impossible to exclude from my considerations) I believe there is a good case for building the new airport at Foulness in order to provide a better balanced service for Greater London rather than to build it at Cublington where it would inhibit the development of a satisfactory policy for the central regions of Britain. Finally I consider that the development of Foulness would play a vital role in reducing the social imbalances between the eastern and western sides of London, and that no other site has the capability to advance any major social objective. So it is my conclusion that Foulness, in spite of certain undoubted environmental disadvantages, is the best site in the interests of the country as a whole.

Copies of this supplement are available, free of charge, on application to Information Division, Department of Trade and Industry, Room 555, 1 Victoria Street, London, S.W.1.

Changes in the Programme of Trade Promotions and in the Classified Lists of Trade Fairs and Exhibitions throughout the world (published on November 4 1970)

SECTION I

OVERSEAS FAIRS, BRITISH WEEKS AND STORE PROMOTIONS TAKING PLACE WITH DEPARTMENT OF TRADE AND INDUSTRY ASSISTANCE

Further details about an event may be obtained from the officer named (Tel. 01-248 5757). Inquiries for details of the Joint Venture Scheme under which the DTI co-operates with trade associates, and any general inquiries in connection with Section I (Tel. 01-248 5757, Ext. 7200.)

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CAGLIARI:
Sardinian Interatioal Samples Fair – March 1971

MILAN:
International Samples Fair – April 14-25, 1971

PADUA:
International Samples Fair – May 27-June 6, 1971

BARI:
International Levant Fair – September 9-20, 1971

AMENDMENTS – 1971

LYONS:
International Trade Fair – March 27-April 5, 1971
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BORDEAUX:
International Trade Fair – May 15-24, 1971
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SYDNEY:
International Trade Fair – August 13-22, 1971
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August 12-21, 1971.

BRNO:
International Trade Fair – September 1971
This entry should be amended to read:
September 11-20, 1971.
Joint ventures with:
(i) Scientific Instruments Manufacturers Association.
(ii) The Federation of Manufacturers of Construction Equipment and cranes.
(iii) British Ceramic Plant Machinery Manufacturers Association.

PLOVDIV:
International Fair – September 1971
The dates of this entry should be amended to read:
September 19-28, 1971.

DELETE – 1972

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International Samples Fair – March 1972

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PADUA:
International Samples Fair – May-June, 1972

BARI:
International Levant Fair – September 1972

(b) SPECIALIZED

DELETE –1971

OSLO:
British Engineering Week – 1971

MILAN:
International Fancy Goods and Giftware Exhibition Chi-Bi-Car – February 1971

'TARGET CALIFORNIA'
LOS ANGELES:
British Display of Women's Outerwear – April 12-16, 1971

VIENNA:
Ladies' Fashion Show – April 18-21, 1971

BOLOGNA:
International Perfumery and Cosmetics Exhibition – April 28-May 3, 1971

VIENNA:
International Safeguards in Industry Exhibition – May 11-14, 1971

MOSCOW:
International Exhibition of Modern Equipment for Trade and Public Catering Establishments (Intorgmash) – May 26-June 7, 1971.

MINNEAPOLIS:
International Snowmobile Trade Show – June 2-4, 1971

STOCKHOLM:
Carpet Exhibition (Golvex) – August 1971

SANTA CRUZ:
Agricultural Animal Industrial and Commercial Exhibition – September 1971

HELSINKI:
Television and Radio Show – October/November 1971

SAO PAULO:
International Packaging and Graphic Arts Exhibition – May 10-16, 1971

AMENDMENTS – 1971

PARIS:
International Carpet and Floor Covering Exhibition – January 20-25, 1971
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PARIS:
International Furniture Exhibition – 21-25, 1971
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PARIS:
European Menswear Exhibition – February 13-16, 1971
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Joint venture with the British Menswear Guild.

BRUSSELS:
International Building Materials and Accessories Exhibition (Batiment) – February 20-28, 1971
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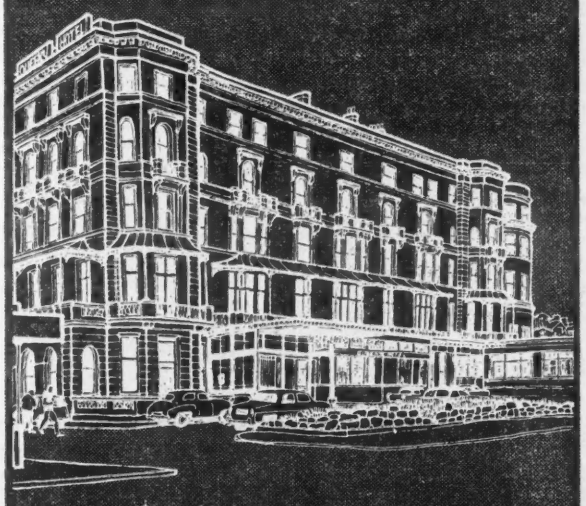

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DUBLIN:
International Medical and Hospital Equipment Exhibition and Congress – June 13-18, 1971
Joint venture with British Hospitals Export Council.
This entry should be amended to read:

DUBLIN:
International Hospital Congress Exhibition. June 14-18, 1971
Joint venture with British Hospitals Export Council.

CHICAGO:
Music Industry Trade Show and Convention – June 27-July 1, 1971
Joint venture with the appropriate trade association.
This entry should be amended to read:
June 26-29, 1971.
Joint venture with the Musical Instrument Industries Association.

MELBOURNE:
Australian International Education Exhibition – June 28-July 2, 1971
Joint venture with industrial Council for Educational and Training Technology.
This entry should be amended to read:
Joint venture with the London Chamber of Commerce.

MOSCOW:
Rolling Stock – July, 1971
The dates for this event should be amended to read:
July 1-20, 1971.

AMSTERDAM:
International Radio and Television Exhibition (Firato) – September 9-19, 1971
This entry should be amended to read:
Joint venture with the Federation of British Audio.

BOLOGNA:
International Building Exhibition – October 10-18, 1971
Joint venture with appropriate trade association.
This entry should be amended to read:
Joint venture with the London Building Centre.

DUBLIN:
Irish Hardware and Household Goods Exhibition – October 12-15, 1971
This entry should be amended to read:
Joint ventures with (i) the Hardware Manufacturers Association (ii) the British Electrical and Allied Manufacturers Association.

LYONS:
International Furniture and Furnishing Accessories Exhibition (Meuropam & Promeuropam) – October 1971
The contact for this event should be amended to read:
(M. A. Burrows, Ext. 7205)

TOKYO:
Health and Environment Exhibition – November 11-17, 1971
The dates of this entry should be amended to read:
February 28-March 6, 1972.

PARIS:
International Building Exhibition (Batimat) – November 18-26, 1971
Joint venture with London Building Centre.
This entry should be amended to read:
Joint ventures with:
(i) Building Materials Export Group.
(ii) London Building Centre.
(M. A. Burrows, Ext. 7205)

CHICAGO:
National Plastics Exposition – November 1971
The dates of this event should be amended to read:
November 1-5, 1971.

CHICAGO:
Automotive Parts and Accessories Association (APAA) Show – November 1971
The dates of this entry should be amended to read:
November 15-17, 1971.

MILAN:
International Cycle and Motorcycle Exhibition – November 1971
The dates of this entry should be amended to read:
November 20-28, 1971.

ADDITIONS – 1971

BOLOGNA:
International Shoe and Leather Fair – March 6-10, 1971
Trade Information Stand manned by the Leather Institute.
(Miss F. King, Ext. 7092)

BOLOGNA:
International Book Fair for Children and Youth – April 1-4, 1971
Trade Information Stand manned by the Book Development Council.
(Miss F. King, Ext. 7092)

KUWAIT:
British Trade Drive. British Toys Exhibition – April 25-29, 1971
Joint venture with the London Chamber of Commerce.
(J. A. Swinton, Ext. 7209)

EREVAN:
Modern Equipment used in Underground Hydrotechnical Construction – Hydro Podzemstroi – June 9-22, 1971
Joint venture with appropriate trade association.
(J. R. Schaffer, Ext. 7246)

KIEV:
Diamonds, Diamond Tools and Equipment for Diamond Processing 'Interalmaz-71' – June 16-26, 1971
Joint venture with appropriate trade association.
(J. R. Schaffer, Ext. 7246)

TBILISI:
Equipment for producing Illuminated Signs and Advertisements and Examples of such Signs – July 6-15, 1971
Joint venture with appropriate trade association.
(J. R. Schaffer, Ext. 7246)

MOSCOW:
XXI International Conference on Tuberculosis and Exhibition of Medical Equipment, Apparatus and Preparations used in Prophylaxis and Treatment of Tuberculosis – July 8-16, 1971
Joint venture with appropriate trade association.
(J. R. Schaffer, Ext. 7246)

MOSCOW:
XV General Assembly of the Geodetic and Geophysical Union and Exhibition of Geodetic and Geophysical Equipment and Instruments – July 30-August 14, 1971
Joint venture with appropriate trade association.
(J. R. Schaffer, Ext. 7246)

MOSCOW:
Gorki and Ismailovski Parks – Modern Park Amusement Equipment and Theatre Equipment – August 10-31, 1971
Joint venture with appropriate trade association.
(J. R. Schaffer, Ext. 7246)

MALMO:
A Cleaner World (Section of the International Trade Fair) – August 13-22, 1971
Joint venture with the National Society for Clean Air.
(Miss J. M. Coker, Ext. 308)

MOSCOW:
Park of Economic Achievements – Modern Techniques for Mechanization of Work in Vegetable Cultivation – August 18-30, 1971
Joint venture with appropriate trade association.
(J. R. Schaffer, Ext. 7246)

'TARGET CALIFORNIA'
LOS ANGELES:
Pacific Jewellery Show – August 22-24, 1971
Joint venture with British Jewellery and Giftware Federation.
(C. J. Mather, Ext. 265)

MOSCOW:
Surgery Congress and Exhibition – August 21-28, 1971
Joint venture with appropriate trade association.
(J. R. Schaffer, Ext. 7246)

'TARGET CALIFORNIA'
SAN FRANCISCO:
Western Electronic Show and Convention (Wescon) – August 24-27, 1971
Joint venture with the Electronic Engineering Association.
(C. J. Mather, Ext. 265)

MOSCOW:
Bee-keeping Congress and Exhibition – August 26-September 3, 1971
Joint venture with appropriate trade association.
(J. R. Schaffer, Ext. 7246)

MOSCOW:
Equipment for Producing Illuminated Signs and Advertisements – September 2-11, 1971
Joint venture with appropriate trade association.
(J. R. Schaffer, Ext. 7246)

TURIN:
International Fashion Trade Fair – September 10-13, 1971
Joint venture with the Clothing Export Council.
(Miss F. King, Ext. 7092)

WASHINGTON:
National Chemical Exposition – September 12-17, 1971
Joint venture with appropriate trade association.
(R. J. Middleton, Ext. 7176)

BASLE:
International Exhibition of Laboratory Chemical Engineering Measurement and Automation Techniques in Chemistry (ILMAC) – September 13-18, 1971
Joint venture with the London Chamber of Commerce.
(T. E. Kerfoot, Ext. 7011)

'TARGET CALIFORNIA'
LOS ANGELES:
Prestressed Concrete Institute Convention and Exhibition – September 19-23, 1971
Joint venture with the Concrete Society Ltd.
(C. J. Mather, Ext. 265)

MOSCOW:
Instruments for Scientific Research in the Strength of Materials and Structures – September 28-October 8, 1971
Joint venture with appropriate trade association.
(J. R. Schaffer, Ext. 7246)

COPENHAGEN:
Fashion Fair – September 1971
Joint venture with the Clothing Export Council.
(R. J. Ager, Ext. 7207)

'TARGET CALIFORNIA'
SAN FRANCISCO:
British Consumer Durables and Carpets Displays – October 1-6, 1971
Joint ventures with:
(i) The British National Export Council.
(ii) The Federation of British Carpet Manufacturers.
(C. J. Mather, Ext. 265)

PARIS:
Laboratory Exhibition – December 8-14, 1971
Joint venture with appropriate trade associations.
(Miss D. M. Wilmot, Ext. 7211)

DELETE – 1972

GOTHENBURG:
Scandinavian Lighting Fair – January 1972

AMENDMENTS – 1972

PARIS:
International Carpet and Floor Covering Exhibition – January 1972
The contact for this event should be amended to read:
(M. A. Burrows, Ext. 7205)

CANNES:
International Record and Music Publishing Market (Midem) – January 1972
The contact for this event should be amended to read:
(M. A. Burrows, Ext. 7205)

CANNES:
International Television Programme Market (Mip TV) – April 1972
The contact for this entry should be amended to read:
(M. A. Burrows, Ext. 7205)

PARIS:
International China, Glassware and Pottery Exhibition (Arts du Feu) – April 1972
The contact for this event should be amended to read:
(M. A. Burrows, Ext. 7205)

LYONS:
International Furniture and Furnishing Accessories Exhibition (Meuropam & Pro-Meuropam) – October 1972
The contact for this event should be amended to read:
(M. A. Burrows, Ext. 7205)

ADDITIONS – 1972

SAO PAULO:
International Packaging and Graphic Arts Exhibition – May 1972
Joint venture with appropriate trade association.
(Miss F. King, Ext. 7092)

MOSCOW:
Building and Road Making Machinery and Equipment for Mechanization of Construction and Erection – May/June 1972
The Department of Trade and Industry may organize a British Pavilion at this event.
(J. R. Schaffer, Ext. 7246)

DUBLIN:
Irish Hardware and Household Goods Exhibition – October 1972
Joint venture with appropriate trade association.
(K. R. Timmins, Ext. 7104)

SAO PAULO
International Building and Construction Exhibition – November 1972
Joint venture with appropriate trade association.
(Miss F. King, Ext. 7092)

(c) BRITISH WEEKS AND STORE PROMOTIONS

DELETE – 1971

FRANCE:
METZ:
Nouvelles Galeries Store Promotion – October 1971

AMENDMENT – 1971

BELGIUM:
NAMUR:
British Shopping Weeks 1971 – April 2-10, 1971
The contact for this event should be amended to read:
(T. E. Kerfoot, Ext. 7011)

ADDITION 1971

ZURICH:
Grand Magasius Jelmoli SA – February 5-27, 1971

GENEVA:
Au Grand Passage – February 6-27, 1971

LAUSANNE: Innovation – February 6-27, 1971
These promotions will feature all department store goods and food. The London Buying House is Portman (Wholesale and Overseas) Ltd., 40 Duke St., London, W.1. (Tel. 01-629 8805).
(T. E. Kerfoot, Ext. 7011).

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Readers are reminded that subscription and sales inquiries should be addressed to HMSO at any of the following addresses: 49 High Holborn, London, W.C.1; 134 Castle St., Edinburgh 2; Brazennose St., Manchester 2; 35 Smallbrook, Ringway, Birmingham 5; 109 St. Mary St., Cardiff; 50 Fairfax St., Bristol 1, 7-11 Linenhall St., Belfast 1; or through any bookseller.

Amendments and Additions to Classified Trade Fairs and Exhibitions—Sections II-IV

No responsibility is taken for the standing of organizations or individuals mentioned in these lists and dates, etc., may be subject to alteration.

Applications should be made to the organizers or United Kingdom agents for details of costs and condition of participation, but the Department of Trade and Industry, Trade Promotions Branch, Tower Block, Hillgate House, 26 Old Bailey, London, EC4M 7HU, will be pleased to answer general inquiries. The telephone number of the DTI is 01-248 5757, extensions:

Eastern Europe, including Eastern Germany, North Africa, Middle East	7246
Bonn, Cologne, Dortmund, Düsseldorf, Essen and Hamburg	225
Other towns in West Germany	7180
France, Iceland and Norway	7205
Denmark, Finland and Sweden	7207
Switzerland, Netherlands, Belgium, Luxembourg	7011
South and Central America, Italy, Spain, Portugal, Austria, Irish Republic, Greece, Turkey, Cyprus, Malta and Africa	505
Australia, New Zealand, Asia	7099
United States, Mid West and West Coast only	265
Other towns in the United States, Canada, Caribbean	7094
United Kingdom	7109

Iiformation can also be provided about other events, which owing to space limitation, are not included in the lists.

* event held annually at approximately the time stated.

† event held in alternate years at approximately the time stated.

TRADE FAIRS AND EXHIBITIONS IN EUROPE – Section II

AMENDMENTS – 1971

FRIEDRICHSHAFEN:
International Boating and Nautical Sports Exhibition (INTERBOOT)
Address should be amended to read: Exhibitions and Trade Fairs International Ltd., 10 Clifford Street, London, W1X 2AQ (Tel. 01-734 0511.

GENOA:
International Boat, Camping and Caravan Exhibition – February 1-10
Dates should be amended to read: January 30-February 8.

BRUSSELS:
International Building Materials and Accessories Exhibition (BATIMENT) – February 20-28
Dates should be amended to read: February 18-28.

BRUSSELS:
International Book Fair – March
Dates should be amended to read: March 13-21.

PADUA:
International Samples Fair – May 27-June 6
Dates should be amended to read: May 27-June 7.

PALERMO:
International Mediterranean Fair – May-June
Dates should be amended to read May 22-June 6.

DUBLIN:
International Medical and Hospital Equipment Exhibition and Congress – June 13-18
Title and dates should be amended to read.

DUBLIN:
International Hospital Congress Exhibition – June 14-18

EREVAN:
Modern Equipment used in Underground Hydrotechnical Construction (HYDROPODZEMSTROI) – June
Title and dates should be amended to read:

EREVAN:
Equipment for Underground Tunnelling, Tunnel Test Instruments, Stone Processing Equipment (GIDROPODZEMSTROI) – June 9-22

TIBLISI:
Equipment for Producing Illuminated Signs (such as are used in Advertisements) and Samples of such Signs – June
Title and dates should be amended to read:

MOSCOW:
Equipment for Producing Illuminated Signs (as used in Advertisements) and Examples of such Signs (SVETOREKLAMA) – September 2-11

MOSCOW:
Cinematographic Technology and Equipment used to Produce and Present Motion-picture Films as well as to Process Films and Photocopies (KINOPHOTOECHNICA '71) – June-July
Dates should be amended to read: March 4-15.

MOSCOW:
Scherbinka Station (Moscow Region) Rolling Stock – July
Dates should be amended to read: July 1-20.

MOSCOW:
(Ismalovsky Park or Gorki Park) Modern Park Amusement Equipment and Theatre Equipment – July-August
Title and dates should be amended to read:

MOSCOW:
(Ismailovsky Park) Modern Park Amusement Equipment and Theatre Equipment (ATTRAKTSIONI '71) – August 10-31

MOSCOW:
Modern Techniques for Mechanization of Work in Vegetable Cultivation, Exhibition of Economic Achievements of the USSR – August
Dates should be amended to read: August 18-30.

MOSCOW:
Instruments for Scientific Research in the Strength of Materials and Structures – September-October
Title and dates should be amended to read:

MOSCOW:
Equipment and Instruments for the Scientific Testing of the Strength of Materials and Structures (TESTMASHPRIBOR) – September 28-October 7

PARIS:
International Exhibition of Women's Ready to Wear Clothing (Pret-a-Porter) – October 23-28
Dates should be amended to read: October 22-28.

MILAN:
International Cycle and Motorcycle Exhibiton – November
Dates should be amended to read: November 20-28.

ADDITIONS – 1971

ZURICH:
International Clothing Exhibition – March 7-10
Apply, 2 Avenue Pictet-de-Rochemont, Ch-1207 Geneva

MILAN:
International Market for Clothing Textiles (MITAM) – May 8-11
Apply, Mitam, Galleria San Babila H/D Milan.

STUTTGART:
4th German Weapon Fair – May 22-26
Apply, CES (Overseas) Ltd., Bridge House, 181 Queen Victoria Street, London, E.C.4 (Tel. 01-236 0911).

KIEV:
Equipment for the Synthetic Diamonds Processing Industry (INTERALMAZ '71) – June 16-26
Apply, The USSR Chamber of Commerce, Department of International and Foreign Exhibitions, 1-a Sokolnicheski Val, Moscow.

MOSCOW:
Medical Equipment, Apparatus and Instruments for the Treatment of Tuberculosis (held in connection with the 21st International Conference on Tuberculosis) (PHTIZIOPULMONOLOGIA '71) – July 8-16
Apply, The USSR Chamber of Commerce, Department of International and Foreign Exhibitions, 1-a Sokolnicheski Val, Moscow.

MOSCOW:
Geodesic and Geo-physical Instruments and Apparatus (in connection with the 15th General Assembly of the International Geophysical Union) (GEODEZIA-GEOPHIZIKA '71) – July 30-August 14
Apply, The USSR Chamber of Commerce, Department of International and Foreign Exhibitions, 1-a Sokolnicheski Val, Moscow.

MOSCOW:
Surgical Equipment and Instruments (including computers) Drugs and Literature/Text Books (in connection with the 24th International Congress of Surgeons and the Xth International Congress on Cardio-Vascular Diseases) (KHIRURGIA '71) – August 20-28
Apply, The USSR Chamber of Commerce, Department of International and Foreign Exhibitions, 1-a Sokolnicheski Val, Moscow.

MOSCOW:
Equipment for all Aspects of Apiculture (in connection with the 15th International Congress of Beekeepers) (PCHELOVODSTVO '71) – August 26-September 3
Apply, The USSR Chamber of Commerce, Department of International and Foreign Exhibitions, 1-a Sokolnicheski Val, Moscow.

LENINGRAD:
Office Organization and Data Technology (Machinery Equipment and Furniture) (SYSTEMOTEKHNIKA) – October 6-17
Apply, The USSR Chamber of Commerce, Department of International and Foreign Exhibitions, 1-a Sokolnicheski Val, Moscow.

HAMBURG:
2nd European Marine Trade Exhibition with Congress (IEMTEC) – October 20-23
Apply, Planten un Blomen, 2 Hamburg 36 Am-Dammtor.

BRUSSELS:
International Exhibition of Medical and Hospital Equipment – October 21-28
Apply, Robert Brandon, Exhibitions and Trade Fairs International Ltd., 10 Clifford Street, London, W.1 (Tel. 01-734 0511).

MILAN:
International Market for Clothing Textiles (MITAM) – November 6-9
Apply, Mitam, Galelria San Babila, H/D Milan.

AMENDMENTS 1972

FRIEDRICHSHAFEN:
International Boating and Nautical Sports Exhibition (INTERBOOT)
Address should be amended to read: Exhibitions and Trade Fairs International Ltd., 10 Clifford Street, London, W1X 2AQ (Tel. 01-734 0511).

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FEBRUARY 1-5

EMPIRE HALL-OLYMPIA-LONDON

Monday	10a.m.-6p.m.(Trade only)
Tuesday	9-30a.m.-6p.m.
Wednesday	9-30a.m.-7p.m.
Thursday	9-30a.m.-7p.m.
Friday	9-30a.m.-4p.m.

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Area Office: Langthwaite Grange Industrial Estate, South Kirkby, Pontefract, Yorks. Telephone 097 760 3333. Telex 557360.
Agents: **Killick, Martin & Company Ltd.**, Dunster House, 20 Mark Lane, London EC3. Tel: 01-623 3100. Telex 28424. **Killick, Martin (Southampton) Ltd.**, Havelock Chambers, Queens Terrace, Southampton. Tel: 28771. Telex 47633. **Killick, Martin (Birmingham) Ltd.**, St. Martin's House, Bull Ring, Birmingham 5. Tel: 021 643 9051. Telex 338807. **R. M. Beveridge & Co. Ltd.**, 14 St. Vincent Place, Glasgow C1. Tel: 041 221 3615/7. Telex 778118. 54 Commercial Street, Dundee. Tel: Dundee 22131. 64 Constitution Street, Leith, Edinburgh 6. Tel: 031 554 1557. 87 Lumley Street, Grangemouth, Stirlingshire. Tel: Grangemouth 4228. **James & Hodder**, P.O. Box 107, N.E.M. House, 11/12 Queen Square, Bristol BS99 7JU. Tel: 0272 20461.

HAMBURG:
International Boat Show – January
Dates should be amended to read: October 31-November 7.

LENINGRAD:
Modern Electrochemical Equipment – June-July
Title should be amended to read:

LENINGRAD:
Modern Electrotechnical Equipment – June-July

ADDITIONS – 1972

TURIN:
International Fashion Trade Fair (SAMIA) – February 1972
Apply, Mrs. Ruth Stewart, 2 Woodlands, Roundwood Road, Baildon, YORKS.

ZURICH:
Heating, Air Conditioning, Insulation and Sanitary Equipment Trade Fair – March 11-25
Apply, Mr. M. Hunny ZUSPA, Thurgauerstrasse, 7 8050 ZURICH.

DUBLIN:
Commercial Productivity Exhibition – September 1972
Apply, ETA (Congress and Expositions), 74 Northumberland Road, Ballsbridge, Dublin 4, Ireland.

TURIN:
International Fashion Trade Fair (SAMIA) – September 1972
Apply, Mrs. Ruth Stewart, 2 Woodlands, Roundwood Road, Baildon, YORKS.

ADDITIONS – 1973

MOSCOW:
Organization of Technical Service and Repair Equipment for these purposes – May-June 1973
Apply, The USSR Chamber of Commerce, Department of International and Foreign Exhibitions 1-9 Sokolnicheski Val Moscow.

MOSCOW:
Machinery, Equipment and Instrument for the Timber and Woodworking Industry – August-September 1973
Apply, The USSR Chamber of Commerce, Department of International and Foreign Exhibitions, 1-9 Sokolnicheski al Moscow.

TRADE FAIRS AND EXHIBITIONS OUTSIDE EUROPE – Section III

ADDITIONS – 1971

LOS ANGELES:
boat and Sports Show
Apply, International Shows Inc., 3363 Lime Avenue, Long Beach, California.

SAN FRANCISCO:
Gift Show – February 7-10 and August 8-11
Apply, Mr. Bert Tonkin, 1355 Market Street, Space 223A, San Francisco, California, 94103, USA.

LOS ANGELES:
National Association of Music Merchants Western Seminar and Exhibition – March 6-7
Apply, Exposition Management Martin C. Dwyer Inc., 400 North Michigan Avenue, Chicago, Illinois, 60611, USA.

LOS ANGELES:
Custom Auto-Rama Buggy Hot Rod Show – April 15-18
Apply, R. G. Canning Inc., PO Box 400, Maywood, California 90270, USA.

TEHRAN:
Exhibition of Materials and Machinery for Housing and Construction – April 15-29
Apply, Iran International Fairs and Exhibitions Corporation, PO Box 22, Tajrish, Tehran.

KUWAIT:
British Trade Drive – British Toys Exhibition – April 25-29
Apply, London Chamber of Commerce (Inc.), 69 Cannon Street, London, E.C4 (Tel. 01-236 9431).

LOS ANGELES:
Pacific Fine Foods and Beverage Show – July
Apply, Mr. Ted Dohl, Managing Director, 1103 Roanske Plaza, Pasadena, California 91103, USA.

LOS ANGELES:
California Gift Show – July 25-30
Apply, Trade Shows Ltd., 3510 Council Street, Los Angeles, California 90004.

PUBLICITY FOR TRADE FAIRS OVERSEAS

Organizers of Trade Fairs and Exhibitions in the United Kingdom are reminded that they are welcome to send posters and brochures about their Trade Fairs to Official Commercial Representatives Overseas, who are always anxious to publicize such events.

But Commercial Representatives must receive material on events well in advance - three clear months is a minimum notice - and they should be sent a reasonable number of brochures and posters for distribution. Two or three dozen copies for the Commercial Representatives in each area it is desired to cover should be considered an absolute minimum. A full list of British Commercial Representatives Overseas, together with their addresses, is published every three months in Trade and Industry.

Editors of leading overseas carpet and floor coverings journals are seen with the Hon. W. G. M. Spens (chairman) during their visit to the Carpet Centre recently. The editors, who came from Belgium, Denmark, France, Holland, Italy, Norway, Sweden, Switzerland and Germany, were guests of Industrial and Trade Fairs Ltd., the organizers of CARPEX 71 – the International Carpet, Linoleum and Floor Coverings Fair (Earls Court, London, March 1-5, 1971) and the British National Export Council. The party toured factories in the Kidderminster and Manchester areas during their visit and also visited the International Wool Secretariat, Courtaulds Ltd., and John Henry Lewis & Co. Ltd.

LOS ANGELES:
Pacific Jewellery Show – August 22-24
Apply, Pacific Jewellery Show Office, 606 S. Olive Street, Suite 1101, Los Angeles, California 90014, USA.

SAN FRANCISCO:
Western Electronic Show and Convention – August 24-27
Apply, Mr. Don Larson, Manager, 3600 Wilshire Boulevard, Suite 1920, Los Angeles, California 90005, USA.

SAN FRANCISCO:
Northern California Cosmetic Association Show – August 29-September 2
Apply, Mrs. Gladys Marshall, Northern California Cosmetic Association, 519 West Hillsdale Boulevard, San Mateo, California 94403, USA.

SAN FRANCISCO:
Water Pollution Control Federation Conference – October 3-7
Apply, Water Pollution Control Federation, 3900 Wisconsiss Avenue, Washington DC 20016, USA.

SAN FRANCISCO:
4th International Shipping and Containerization Expo. – October 13-16
Apply, Irwin I. Chaitin, 1601 W. Lafayette Boulevard, Detroit, Michigan 48216, USA.

ANAHEIM:
California Grocers Association Annual Convention – October 15-18
Apply, Philip A. McIntyre, Exhibition Manager, 870 Market Street, Room 870, San Francisco, California 94102, USA.

TEL-AVIV:
Second International Hotel and Catering Exhibition – October 17-23
Apply, Yerid Hamizrakh, Exhibitions Co. Ltd., Exhibition Gardens, PO Box 21075, Tel Aviv.

ANAHEIM:
National Sporting Goods Association Show (Western Market – October 22-24
Apply, Mr. G. Martin Shutt, Executive Director, 717 North Michigan Avenue, Chicago 60611, USA.

SAN FRANCISCO:
Western Material Handling and Packaging Show – October 25-27
Apply, A. Byron Perkins and Associates Inc., 3951 E Huntingdon Drive, Suite 104, Pasadena, California 91107, USA.

NEW YORK:
National Fashion Fabrics and Home Sewing Association Show – October
Apply, Miss M. Wanderman, National Retail Merchants Association, 475 5th Avenue, New York 10017.

LOS ANGELES:
Great Western Livestock Show – November 2-7
Apply, Western Show Grounds Inc., 2120 S E Avenue, Los Angeles, California 90022, USA.

LOS ANGELES:
Southern California International Auto Show – November 5-14
Apply, Motor Car Dealers Association of Southern California, 1801 Avenue of the Stars, Century City, Los Angeles, California 90067, USA.

LIMA:
Pacific International Trade Fair – November 18-28
Apply, Feria Internacional del Pacifico, PO Box 4900, Lima, Peru.

SYDNEY:
Business Efficiency Fair – November 22-26
Apply, Office Equipment Industry Association of Australia Ltd., 699 Pacific Highway, Chatswood, NSW 2067.

ANAHEIM:
Scientific Session of the American Heart Association – November
Apply, Mr. Steven K. Herlitz Inc., 850 3rd Avenue, New York, NY 10022, USA.

ADDITIONS – 1972

SAO PAULO:
Packaging and Graphic Arts Exhibition – May
Apply, Alcantara Machado Comercio e Empreendimentos Ltda., Rua Brasilio Machado 60.

SAO PAULO:
International Building and Construction Exhibition – November
Apply, Alcantara Machado Comercio e Empreendimentos Ltda., Rua Brasilio Machado 60.

TRADE FAIRS AND EXHIBITIONS IN THE UNITED KINGDOM – Section IV

AMENDMENTS – 1971

LONDON:
The Antique Dealers Fair and Exhibition – June 10-24
At Grosvenor House.
Title of this event should be amended to read:
The Grosvenor House Antiques Fair.

LONDON:
Camping and Sports Equipment Trade Fair – October 31-November 3. At Olympia.
Dates and venues should be amended to read:
November 14-18. At Alexandra Palace, London, N.22.

ADDITIONS – 1971

LONDON:
Regional Development Exhibition and Conference – June 8-11. At Olympia.
Apply, Mack-Brooks Exhibitions Ltd., 96 Hatton Garden, London, E.C.1 (Tel. 01- 405 5171).

BELFAST:
Ulster '71 Exhibition and Exhibition Park – June 14-September 11. Stranmillis Embankment and Botanic Gardens.
Apply, Northern Ireland Information Service, Stormont Castle, Belfast, BT4 3ST (Tel. Belfast 63011).

LEICESTER:
Midlands Enginering Exhibition – June 22-24. At Granby Halls.
Apply, Pall Mall Exhibitions Ltd., 84/88 Great Eastern Street, London, EC2P 2DJ (Tel. 01-739 2423).

ADDITIONS – 1972

LONDON:
Computer '72 Exhibition – December 4-8. At Olympia.
Apply, Business Equipment Trade Association, 109 Kingsway, London, WC2B 6PU (Tel. 01-405 6233).

Overseas Trade and Exports

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United Kingdom aid to developing countries

CARIBBEAN

THE OVERSEAS DEVELOPMENT ADMINISTRATION is making available funds in the region of £2 million over several years to finance the training of substantial numbers of West Indian craftsmen and technicians in seven new technical colleges on the islands of Grenada, Antigua, Dominica, St. Lucia, St. Kitts, St. Vincent and Montserrat. Half the funds are to be spent on new buildings and equipment.

Under the programme, designed by Mr. John Gailer, ODA Assistant Adviser on Technical Education, and Dr. John Lavender, a British technical assistance expert, each college will be provided with British manufactured machinery, equipment and teaching aids. These are being ordered through the Caribbean office of the Crown Agents, and the consultant designer for the whole project is Mr. John Newel Lewis, senior partner in the Trinidad office of Messrs Mence & Moore, chartered architects.

British personnel are being recruited by ODA for the colleges to assist local teachers. They will serve under the Overseas Services Aid Scheme, introduced by the British Government to help with the salaries, passage costs and other allowances. The ODA is also helping with the recruitment of a number of Principals for the Colleges under technical assistance arrangements, paying their full salaries passages and other benefits.

Each technical college at peak will provide courses for some 350 students, and the staff of each is expected to be around 30. Every college will have four divisions: commerce and business studies, building and construction skills, basic hotel trades and electrical and mechanical engineering trades. In addition to the basic training requirements, each college will develop a number of full-time and part-time courses to meet specific local needs.

Inquiries relating to this notice should be addressed to the Department of Trade and Industry, Commercial Relations and Export Department, 1 Victoria Street, London, S.W.1 (Tel. 01-222 7877, Ext. 2627), quoting Reference No. CRE 29262.

Franco-Italian trade mark agreement

ON JANUARY 8, 1955 France and Italy entered into an agreement whereby a trade mark registered in one country could, by special request, be extended to the other country. The agreement became effective on January 2, 1961 and it has been possible for the nationals of all countries to file trade mark applications in France or Italy with benefit of the agreement.

An amendment to the agreement has however been agreed between France and Italy and this became effective on August 21, 1970. As a result, from that date only nationals of the two countries and other nationals having either their residence or an effective industrial establishment in either country can file new applications with protection in the two countries under the agreement. It is understood that past registrations by British firms in France with benefit of the agreement, but no place of business in France or Italy, will be regarded as valid in Italy for the remaining period of validity. The same would be true of British registrations in Italy with benefit of the agreement and extensions to France. When a registration falls due for renewal it will have to be applied for separately in each of the two countries in accordance with the existing national laws.

It should be noted that registrations with benefit of the agreement are valid in Italy for 20 years while in France registrations with benefit of the agreement are valid for 10 years (15 years for registrations effected before August 1, 1965).

Italy and Switzerland

THE ITALIAN *Informazioni per il Commercio Estero* of November 30 announced that, following the Decision of July 13, 1970 of the Council of the European Communities authorizing the extension, the Trade Agreement of October 21, 1950 between Italy and Switzerland has been extended for a further year until October 31, 1971.

Swiss imports into Italy falling under tariff headings listed in the Italian Ministerial Decree of June 16, 1970, will require a licence.

A translation of the Italian Decree can be seen at Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 467), where the Italian text of the renewal of the Italy/Switzerland Trade Agreement may be seen.

Cyprus and Romania

A PROTOCOL extending until December 31, 1971, the operation of the Trade and Payments Agreement between Romania and Cyprus was signed in Nicosia on November 17. The level of trade envisaged in the Protocol is £1 million in each direction which represents a 25 per cent increase over the previous year's level of £800,000.

Details of the Protocol and the goods to be exchanged are held by Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 471/2/3).

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Tariff, Customs and Import Regulations in overseas countries

REGISTERED TRADE MARK (RTM) GOODS IN OVERSEAS TARIFF LIST

The lists of Tariff, Customs and Import Regulations changes in overseas countries published in this section of Trade and Industry *sometimes contain words which are registered trade marks in the United Kingdom. So far as is practicable, all lists of goods are checked before publication from this point of view.*

Items which fall into this category will now be preceded by the letters 'r t m'. Readers should note that this prefix signifies that the words are registered as trade marks in the United Kingdom, but that in the present context they are assumed to refer generally to products of the description stated in brackets.

While every attempt will be made to ensure that the scrutiny is complete, the lists may contain other words which are registered as trade marks in the United Kingdom or in other countries but which is has not been possible to identify.

EUROPEAN COMMUNITIES

Common agricultural and fisheries policy

THE TEXTS of the following Regulations and Directives which affect the various agricultural sectors and the fisheries sector in the EEC have been published in the *Journal Officiel des Communautés Européennes.*

The French texts of the Regulations and Directives may be seen on application to Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 7174).

GENERAL

Directive No. 70/538/CEE annuls **Directive No. 69/184/CEE** relating to the rules for the processing of certain products covered by the EEC Common Customs Tariff Headings No. 18.06 (chocolate and other food preparations containing cocoa) and No. 21.07 (food preparations not elsewhere specified or included) (*Journal Officiel* No. L276 dated December 21, 1970).

ANIMAL FEEDSTUFFS

Directive No. 70/524/CEE relates to additives used in animal feedstuffs (*Journal Officiel* No. L270 dated December 14, 1970).

FISHERIES

Regulation (CEE) No. 2517/70 relates to notifying the Commission of the principal information about the withdrawal price system practised by the producer organizations in the fisheries sector (*Journal Officiel* No. L271 dated December 15, 1970).

Regulation (CEE) No. 2518/70 relates to the establishment of quotations and the fixing of a list of wholesale markets or representative ports for fish products (*Journal Officiel* No. L271 dated December 15, 1970).

WINES

Regulation (CEE) No. 2525/70 fixes the reference prices for wines for the period December 16, 1970 to December 15, 1971 (*Journal Officiel* No. L272 dated December 16, 1970).

Regulation (CEE) No. 2527/70 fixes the trigger prices in the wines sector for the period December 16, 1970 to December 15, 1971 (*Journal Officiel* No. L272 dated December 16, 1970).

FRUIT AND VEGETABLES

Regulation (CEE) No. 2526/70 records a state of severe crisis in the cauliflower market (*Journal Officiel* No. L272 dated December 16, 1970).

Regulation (CEE) No. 2537/70 abolishes the countervailing duty applicable to the import of mandarins, satsumas, clementines, tangerines and other similar citrus hybrids coming from Spain (*Journal Officiel* No. L273 dated December 17, 1970).

Regulation (CEE) No. 2566/70 completes **Regulation (CEE) No. 497/70** establishing the methods of application for export refunds in the fruit and vegetables sector (*Journal Officiel* No. L275 dated December 19, 1970).

MILK AND MILK PRODUCTS

Regulation (CEE) No. 2550/70 modifies **Regulation (CEE) No. 414/70** establishing the general rules relating to measures intended to increase the use of butter by certain categories of consumers (*Journal Officiel* No. L275 dated December 19, 1970).

Regulation (CEE) No. 2552/70 modifies the purchase price of butter and of powdered skimmed milk applied by the Belgian and Luxembourg intervention organizations (*Journal Officiel* No. L275 dated December 19, 1970).

PROCESSED AGRICULTURAL PRODUCTS

Regulation (CEE) No. 2551/70 modifies **Regulation (CEE) No. 1059/69** determining the exchange system applicable to certain goods resulting from the processing of agricultural goods (*Journal Officiel* No. L275 dated December 19, 1970).

Regulation (CEE) No. 2553/70 annuls **Regulation (CEE) No. 1470/70** relating to the application, in Belgium and Luxembourg, of compensatory amounts for trade in certain goods covered by **Regulation (CEE) No. 1059/69** (*Journal Officiel* No. L275 dated December 19, 1970).

OILS, FATS AND OILSEEDS

Regulation (CEE) No. 2554/70 modifies Article 17 of **Regulation (CEE) No. 136/66** relating to import and export certificates in the fats sector (*Journal Officiel* No. L275 dated December 19, 1970).

Regulation (CEE) No. 2555/70 annuls **Regulation (CEE) No. 168/67** and modifies **Regulation (CEE) Nos. 19/69** and **171/67** (*Journal Officiel* No. L275 dated December 19, 1970).

(Continued on next page)

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EUROPEAN COMMUNITIES, *continued*

Regulation (CEE) No. 2556/70 modifies **Regulation (CEE) No. 142/67** in so far as it concerns the fixing in advance of refunds for oilseeds (*Journal Officiel* No. L275 dated December 19, 1970).

TOBACCO

Regulation (CEE) No. 2596/70 modifies the German version of **Regulations (CEE) Nos. 1726** and **1727/70** and the Italian version of **Regulation (CEE) No. 1727/70** concerning the tobacco sector (*Journal Officiel* No. L277 dated December 22, 1970).

CORRECTION

The *Board of Trade Journal* dated September 9, 1970 (page 558) contained an announcement about **Regulation (CEE) Nos. 1726/70** and **1727/70** concerning the tobacco sector. The *Journal Officiel des Communautés Européennes* No. L277 dated December 22, 1970 contains corrections to these Regulations.

LIVE PLANTS AND PRODUCTS OF THE FLOWER GROWING INDUSTRY

Regulation (CEE) No. 2597/70 fixes for the 1971/72 Marketing Year, the minimum price for the export of certain flower corms, bulbs and tubers to third countries (*Journal Officiel* No. L277 dated December 22, 1970).

Suspension of duties in the common tariff

THE *Journal Officiel des Communautés Européennes* No. L274 dated December 18, 1970 contains the text of **Regulation (CEE) No. 2538/70** suspending the Common Customs Tariff applicable to mackerel, fresh, frozen or chilled, whole, headed or in pieces, intended for the processing industry (Common Customs Tariff No. ex 03.01 B I a) 2 cc)) at a rate of 7 per cent, for the period December 21, 1970 to February 14, 1971. The French text of this Regulation may be seen on application to Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 7174/408).

Common Commercial Policy—community imports

THE *Board of Trade Journal* dated February 11, 1970 (page 408) contained an announcement about **Regulation (CEE) No. 109/70** establishing a common system applicable to Community imports from State Trading countries. A notice was published in *Trade and Industry* dated November 11, 1970 (pages 222/4) about **Regulation (CEE) No. 2172/70** extending the application of **Regulation (CEE) No. 109/70.**

The *Journal Officiel des Communautés Européennes* No. L276 dated December 21, 1970 contains the text of **Regulation (CEE) No. 2567/70** extending to additional products the provisions of **Regulation (CEE) No. 109/70** above.

The French texts of the regulations referred to above may be seen on application to Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 7174/408).

Tariff quotas in the EEC

THE *Journal Officiel des Communautés Européennes* No. L273 dated December 17, 1970 contains the texts of three Regulations as follows:

Regulation (CEE) No. 2528/70 sets up the following tariff quotas for the following goods, originating in and coming from Turkey, for the period January 1, 1971 to December 31, 1971:

Common Customs Tariff Heading	Description of Goods	Volume of quota (tonnes)	Rate at which duty suspended
ex 08.03 B	Dried figs, in containers with a content of 15 kg or less	18,900	4·7%
08.04 B I	Dried grapes, in containers with a content of 15 kg or less	38,570	Free
ex 08.05 F	Nuts, fresh or dried, shelled or not	18,700	2·5%

The first part of each quota has been allocated as follows:

	Common Customs Tariff Heading		
	ex 08.03 B	08.04 B I	ex 08.05 F
Germany	4,536	5,500	11,500 tonnes
Benelux	1,292	13,761	1,735 tonnes
France	7,512	2,315	1,400 tonnes
Italy	835	7,354	50 tonnes
Total	14,175	28,930	14,685 tonnes

The remainder of each quota will form the reserve, available to Member States who use 90 per cent or more of their original allocation.

Regulation (CEE) No. 2529/70 sets up a tariff quota for 17,615 tonnes of raw or unmanufactured tobacco and tobacco waste (Common Customs Tariff No. 24.01), originating in and coming from Turkey, at a 'nil' rate of duty for the period January 1, 1971 to December 31, 1971.

15,400 tonnes of this quota have been allocated on the following basis:

Germany	11,000 tonnes
Benelux	2,300 tonnes
France	1,150 tonnes
Italy	950 tonnes

The remaining 2,215 tonnes will form the reserve available to Member States who use 90 per cent or more of their original allocation.

Regulation (CEE) No. 2530/70 sets up the following tariff quotas for the following products, originating in and coming from Turkey, for the period January 1, 1971 to December 31, 1971:

Common Customs Tariff Heading	Description of Products	Volume of quota (tonnes)	Rate at which duty suspended
55.08	Terry towelling and similar terry fabrics, of cotton	75	Half the rate of the Common Tariff applicable at the time of import
55.09	Other woven fabrics, of cotton	105	
60.05	Outer garments and other articles, knitted or crocheted, not elastic nor rubberized	30	
62.02	Bed linen, table linen and kitchen linen; curtains and other furnishing articles	30	

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The first part of each quota has been allocated on the following basis:

	Common Customs Tariff Heading			
	55.08	55.09	60.05	62.02
Germany	21	29	8	8 tonnes
Benelux	6	8	1·6	1·6 tonnes
France	13	29	7·2	7·2 tonnes
Italy	20	18	7·2	7·2 tonnes
Total	60	84	24	24 tonnes

The remainder of each quota will form the reserve available to Member States who use 90 per cent or more of their original allocation.

Details of the methods of allocation and of the conditions attached to the quotas, together with the French texts of all the Regulations referred to may be obtained from Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 7174/408).

AUSTRIA AND SWITZERLAND

Introduction of variable import levies on certain processed foodstuffs

THE EFTA COUNCIL has agreed that with effect from January 1, 1971, Austria and Switzerland may introduce a system of variable import levies on certain EFTA goods classified within BN Headings 17.04, 18.06 and 19.08. These levies will replace the duties on EFTA goods which both countries have been allowed to retain until December 31, 1970. The rates of levies, which have been calculated to compensate for the difference between external and internal reference prices of certain agricultural raw materials, will be recalculated every six months.

For the period January 1 to June 30, 1971, the following rates will apply:

AUSTRIA

	Goods	Rate of Levy
		A.S. per 100 kg.
BN ex 17.04	Sugar confectionery, not containing cocoa (other than fondants, pastes, creams and similar intermediate products, in bulk, with an added sweetening matter content of 80% or more by weight):	
	(a) Milk and cream cereals	281
	(b) Fondants	263
	(c) Chewing gum, liquorice extract and liquorice preparations	140
	(d) Other sugar confectionery	217
BN 18.06	Chocolate and other food preparations containing cocoa:	
	(a) Milk chocolate, unfilled (solid or hollow), in any shape and make-up	345 (for Switzerland 124)
	(b) Other chocolate, unfilled (solid or hollow), in any shape and make-up	155
	(c) Milk chocolate, filled (i.e., food preparations of tariff heading 18.06 entirely coated with milk chocolate) in slabs, tablets, bars, but not including products put up for retail sale with a net weight of less than 50 grammes	280 (for Switzerland 147)

(*Continued on next page*)

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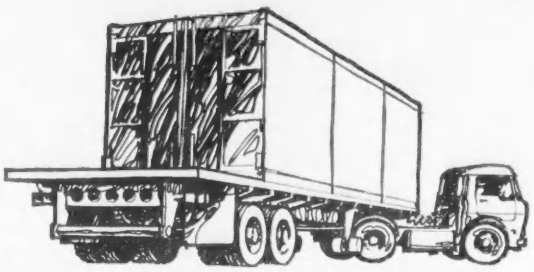

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AUSTRIA and SWITZERLAND, *continued*

	Goods	Rate of Levy
	(d) Other chocolate, filled (i.e., food preparations of tariff heading 18.06 entirely coated with chocolate) in slabs, tablets, bars, but not including products put up for retail sale with a net weight of less then 50 grammes	163
	(e) Other food preparations containing cocoa; chocolate, filled, not included in groups (c) and (d)	194
	(f) Products of group (a) above, not containing added saccharose or dextrose (diabetic)	221 (for Switzerland free)
	(g) Products of groups (b) to (e) above, not containing added saccharose or dextrose (diabetic)	27 (for Switzerland free)
BN ex 19.08	Biscuits, wafers, rusks, cakes and Danish pastry:	
	(a) Biscuits and rusks, containing added saccharose or dextrose	190
	(b) Wafers, containing added saccharose or dextrose	231
	(c) Biscuits, rusks and wafers, not containing added saccharose or dextrose (e.g., diabetic)	157
	(d) Danish pastry	107
	(e) Cakes containing fruit	74
	(f) Cakes not containing fruit	148

SWITZERLAND

	Goods	Rate of Levy
		Swiss francs per 100 kg gross
BN ex 17.04	Sugar confectionery, not containing cocoa (heading No. 17.04.30):	
	(a) Milk and cream caramels	37·00
	(b) Fondants	20·00
	(c) Liquroice extract and liquorice preparations	10·00
	(d) Other sugar confectionery	15·00
BN ex 19.08	Biscuits, wafers, rusks, cakes and Danish pastry:	
	Unsweetened, without cocoa or chocolate:	
	(a) Danish pastry, biscuits and rusks	24·00
	Other:	
	(b) Biscuits, rusks and wafers	30·00
	(c) Cakes containing fruit	10·00
	(d) Cakes not containing fruit and Danish pastry	24·00

British exporters seeking further information should specify the country and products in which they are interested, and address their inquiries to Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 461 and 462).

FRANCE

Import regulations for meat

THE French *Journal Officiel* of December 19 announced that the following establishments should be added to the list of abattoirs and processing concern in Britain inspected and approved by the competent authorities in Britain and accepted by the French authorities:

Name and address	Approval No.
Abattoir	
North Cornwall Abattoir Co. Ltd., Treburley, Lezant, Launceston, Cornwall	EWS 85
Processing establishment	
Scotbeef Ltd., Brancumhall, East Kilbride, Lanarkshire	SP 4
The following concerns should be deleted from the approved list:	
Abattoirs	
Bowyers Wiltshire Bacon Ltd.	EWS 33
Luton Public Abattoir, Luton, Beds.	EWS 46
C. Clutton & Sons, Nr. Wrexham, Denbigh	EWS 51
Processing establishments	
H. J. Heinz Co. Ltd.	EWP 4
H. J. Heinz Co. Ltd., Standish, Lancs.	EWP 5
H. J. Heinz Co. Ltd., Kitt Green, Lancs.	EWP 6
Bowyers, Wiltshire, Ltd.	EWP 13
Moss Waltham & Co. Ltd., Shrewsbury, Shropshire	EWP 27

Inquiries relating to this notice should be addressed to Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 423/408/288), where the French text may be seen.

Modification to French customs tariff

THE FRENCH *Journal Officiel* of December 19 announced that in accordance with EEC Regulation dated December 16, 1970, the common minimum duty rate applicable to mackerel, fresh, chilled

or frozen, whole, headless or sliced (Tariff No. ex 03.01 BI a 2cc) intended for preserving purposes, is reduced to 7 per cent from December 21, 1970.

Imports are subject to the regulations laid down in the Arrete of June 28, 1963, stating the conditions of admission of certain goods under a more favourable tariff treatment in view of their intended use.

Inquiries relating to this notice should be addressed to Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248, 5757, Ext. 423/408/288) where the French text may be seen.

IRISH REPUBLIC

Imposition of duties

UNDER THE Imposition of Duties Act, 1957, as amended by Section 22 of the Finance Act, 1962, the Government of the Republic of Ireland have made an Order entitled Imposition of duties (No. 187) (Customs and Excise Duties and Form of Tariff) Order 1970. This Order takes effect on February 15, 1971, and provides for the conversion of £. s. d. rates in the Customs and Excise Tariff to decimal form; a few minor changes are also being made in the Tariff. The converted rates are incorporated in a new issue of the Customs and Excise Tariff, which will be in operation from February 15, 1971, and is now on sale.

Further information is obtainable in the Irish Republic from any Customs House or from the Revenue Commissioners, Dublin Castle, Dublin 2. Copies of both the Order and the tariff may be purchased from the Government Publication Sales Office, G.P.O. Arcade, Dublin 1, or through any booksellers. The prices will be 3s. and 12s. 6d. respectively. Postage 1s. 3d. extra for the Order and 4s. 0d. for the Tariff. Inquiries from British exporters may be addressed to Tariff Section of Export Data Branch, Department of Trade and Industry, Export House. 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Exts, 466/467/482).

NETHERLANDS

Tax on Value Added

WITH EFFECT from January 1, 1971, the general rate of the Netherlands' Tax on Value Added (TVA) has been increased from 12 per cent to 14 per cent. The lower rate of 4 per cent (applicable to most foodstuffs, farm animals, oil, gas, electricity, water, some medicines and medical dressings, books, newspapers and periodicals, works of art and antiques, internal public transport, press advertising and some other specified goods and services) will remain unchanged.

The following goods previously chargeable at the general rate of 12 per cent will be chargeable at the lower rate of 4 per cent as from January 1, 1971:

Pastry and biscuits;
Fruit preserves;
Infant and dietary foods;
Potato flour and maize flour for human consumption;
Cocoa powder and pudding powder;
Cream and ready-made custard;
Chocolate milk, condensed milk, vitaminized milk, coffee milk and powdered milk;
Soups (including dried);
Ready-made meals;
Grafting stock for fruit trees;
Agricultural pesticides;
Various products for medical use (not yet specified)
Veterinary products.

The following services previously chargeable at the general rate of 12 per cent will be chargeable at the lower rate of 4 per cent as from January 1, 1971:

Specified services to farmers, horticulturalists and foresters;
Meals in restaurants (TVA on meals and drinks in restaurants no longer reclaimable);
Tourist travel by coach;
Passenger travel on ships.

British exporters may address any inquiries regarding this notice to Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 288, 408, 423, 7175).

ITALY

Compulsory third party motor insurance

THE ITALIAN *Gazzetta Ufficiale of December* 14, 1970, published Presidential Decree No. 973 regulating the implementation of Law No. 990 of December 24, 1969 on compulsory third party insurance for all cars, motor cycles, motor scooters and motor-driven boats in Italy.

Copies of the Italian texts of the Law and Decree can be seen at Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 467).

SPAIN

Joint assembly: boilers and reactors for synthetic resins

IN THE SPANISH *State Gazette* of November 30, the Spanish authorities published approval under special system of joint assembly (details of which appeared in the *Board of Trade Journal* dated August 11, 1967, page 368) of a pro forma resolution for the manufacture of boilers and reactors for synthetic resins (tariff heading 84.17-J.2).

The parts, components and auxiliary materials which may have to be imported for inclusion in the Spanish manufacture will be subject to a reduction of 95 per cent of the corresponding import duty.

On application, specific resolutions could be approved by the Directorate of Tariff Policy, given a technical and sufficiently detailed description of the parts, components, etc., to be imported with the reduced import duty, provided the total value of such parts does not exceed 36 per cent of the total industrial cost price.

From the time of coming into force of the first specific resolution for the joint assembly of these boilers and reactors all customs duty reductions or exemptions for the import of this type of equipment will be suspended.

The current pro forma resolution will remain in force for a period of two years from November 30, 1970.

Customs tariff modifications

THE SPANISH *State Gazette* of December 21, announced the following modifications to the Spanish customs tariff.

Tariff Heading		Description	Definitive duty Per cent	Transitory duty Per cent
21.07		Food preparations not elsewhere specified or included:		
	A	Non-alcoholic compound preparations (known as 'concentrated extracts') for the manufacture of beverages		62
	B	Mixtures of plants for the preparation of beverages		3·5
	C	Hydrolizate proteins and concentrate proteins		1
	D	Other		27
90.08	A	Cinematographic cameras:		
	2	Not combined with a sound recorder:		
	(b)	Other	45	20
	C	Projectors:		
	2	Not combined with a sound recorder:		
	(b)	For film of a width of 16 mm. or more but less than 35 mm.	45	20
	(c)	Other	45	20

Duty-free import quota: linseed

NOTICE WAS GIVEN in the *Board of Trade Journal* dated November 12, 1969 (page 1326) of a Spanish duty-free import quota for linseed (tariff heading 12.01-B.7) valid until November 30, 1971. A further increase of 7,000 tons has been announced in the Spanish *State Gazette* of December 21.

Tariff modification: cotton not carded or combed

THE SPANISH *State Gazette* of December 17, announced the following modification to the Spanish customs tariff valid until March 15, 1971.

Tariff Heading	Description	Transitory Duty
55.01	Cotton not carded or combed	10% *ad valorem*

Inquiries from British exporters about these notices should be addressed to Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 460/462).

BAHRAIN

Cyclamates

IT WAS STATED IN *Trade and Industry* of November 4, 1970 that the Bahrain authorities require an 'official' certificate from exporters that food and drink products do not contain cyclamates. In fact, only a 'reliable' certificate is necessary and the Bahrain authorities will accept a certificate issued on the manufacturer's or exporter's own authority. A public analyst's certificate is not therefore required.

Inquiries about this notice should be addressed to Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London EC4M 7HU (Tel. 01-248 5757, Ext. 420 and 475).

THE PEOPLE'S DEMOCRATIC REPUBLIC OF YEMEN

Import duties and free trade zones

THE NEW customs ordinance, some details of which were given in *Trade and Industry* of December 23, 1970, also provides for the establishment of free trade zones in various parts of the People's Democratic Republic of Yemen.

In addition to the commodities listed previously, motor vehicles and tractors will be subject to import duties (at rates of 15 to 25 per cent); pearls, precious stones and cultured diamonds 50 per cent; gold and silver 40 per cent; jewels 30 per cent. It was also reported that foodstuffs were dutiable at the rate of 3-5 per cent. The British Embassy, Aden, have now reported that the duty on all consumer goods is 5 per cent with the exception of tea, sugar and textiles, which are dutiable at the rate of 10 per cent.

Further information is available on request. Inquiries about this notice should be addressed to Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 420 and 475).

EAST AFRICA

Agreement with the EEC (The Arusha Agreement)

THE ARUSHA AGREEMENT, which was signed on September 24, 1969, has now been ratified by the European Economic Community and the East African Community (Kenya, Uganda and Tanzania). It came into force on January 1, 1971, and will expire on January 31, 1975.

Certain customs preferences, covering about 60 items, are granted to the EEC in the three East African markets. The Agreement also provides for duty free entry of some East African goods into the EEC

Further details will be published when available.

Inquiries relating to this notice should be addressed to the Department of Trade and Industry, Tariff Section, Export Data Branch, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 471/2/3).

REPUBLIC OF SOUTH AFRICA

Customs tariff application

CUSTOMS TARIFF Application List No. 520, published in the South African *Government Gazette* of December 24, contains an application to the Board of Trade and Industries for increase in duty on radiator pressure caps, from 20 per cent *ad valorem* to 30 per cent *ad valorem*.

Withdrawal of the rebate facilities is also requested in respect of: Radiator pressure caps, imported with unit packs of unassembled motor cars, road tractors for semi-trailers and goods vehicles of a carrying capacity not exceeding 2,800 lb. (Item 317.03).

Those British trade organizations thought to be interested in the application are being informed. Any British firm affected which wishes to make representations to the South African Board of Trade and Industries and belong to a trade organization should, therefore, first contact its own trade association.

If any firm proposes to make independent representations to the South African authorities and requires further information concerning the application, it should address inquiries to the Commercial Relations and Exports Division, Department of Trade and Industry, 1 Victoria Street, London, S.W.1 (Tel. 01-222 7877, Ext. 2274).

GUYANA

External Trade Bureau

IN JULY 1970 the External Trade Bureau (ETB) was set up in Guyana as a Government Agency under the Minister of Trade to be agent for the importation of goods from any source and to set conditions of sale and regulate margins of profit at all stages of distribution. Until recently the Bureau has confined itself to imports from countries in the Sino/Soviet bloc but on December 16, 1970 the Minister of Trade announced proposals to extend the scope of the External Trade Bureau. From that date the Bureau is to handle all imports of a wide range of drugs, pharmaceutical and surgical supplies, foodstuffs, certain bulk chemical (sulphuric acid, lime, caustic soda) and cement. The Bureau will become the sole importing channel for these items and for any others which the Minister may announce.

Importers and distributors of the listed items will in future place all orders with the ETB who as agents will process them and forward them to the overseas supplier. Any commission normally due to the agent or importer will now be paid by the supplier to the Bureau.

A list of the items to be handled by the Bureau is available on application to Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 474, 476 or 7312).

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NEW ZEALAND

Emergency Protection Authority report

COPIES OF THE FOLLOWING New Zealand Emergency Protection Authority report have been received and are available from the Commercial Relations and Exports Division, Department of Trade and Industry, 1 Victoria Street, London, S.W.1 (Tel. 01-222 7877, Ext. 2321):

Tariff Item	Description
44.05.31 to 44.05.36 44.05.39	Sawn hardwoods.

Tariff and Development Board reports

COPIES OF THE FOLLOWING New Zealand Tariff and Development Board reports have been received and are available from the Commercial Relations and Exports Division, Department of Trade and Industry, 1 Victoria Street, London, S.W.1 (Tel. 01-222 7877, Ext. 2321):

Tariff Item	Description
73.38.21 74.18.01 76.15.01	Domestic capacity measures of whatever constituent material.
84.14.21 84.14.22	Trailer axle assemblies of a capacity of 3 tons and over.

COPIES OF THE FOLLOWING New Zealand Tariff and Development Board reports have been received and are available from the Commercial Relations and Exports Division, Department of Trade and Industry, 1 Victoria Street, London, S.W.1 (Tel. 01-222 7877, Ext. 2321):

Tariff Item	Description
Ex 09.10.09	Ground ginger not packed for retail trade.
73.15.64	High carbon steel in sheets, etc.
73.15.73	Alloy steel in sheets, etc.

Extension of price freeze

THE NEW ZEALAND Prime Minister announced on December 22 that the two month price freeze (first published by the Export Intelligence Service under Notice No. 206 of November 26, 1970 and in *Trade and Industry* of December 2, 1970, page 411) would be extended by one month to February 14. A limited number of goods and services are to be added to the schedule of exemptions, and these include honey, fees charged by charitable and religious institutions for the care of the aged and infirm, private school fees and imported school and university text books.

Sir Keith Holyoake's statement added that 'Where the price of

(Continued on next page)

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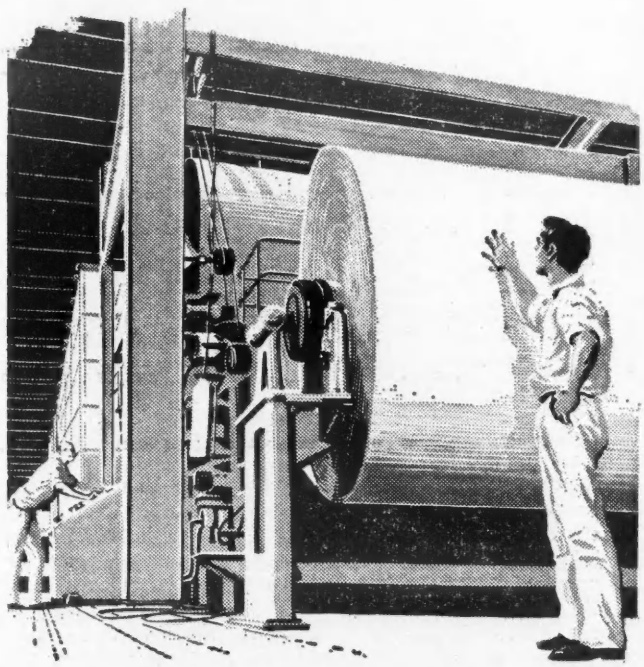

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consumer goods had been increased by importers, manufacturers and wholesalers before November 12, these increases could be passed on to the consumer without any increase in distributive margins.'

Stated objective of extension of price freeze is to allow further time for those involved in negotiating wage relativities to reach agreement.

Any inquiries about this notice should be addressed to the Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 401, 468 and 469).

Customs tariff changes

THE NEW ZEALAND Government has issued Orders which came into force on December 11, amending certain items in the New Zealand Customs Tariff. The Chapters concerned are 70, 73, 74 and 76.

Further information for British Exporters is available from Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 401/468/469), and has been published in full by the new computerized Export Intelligence Service.

MALAYSIA

Customs duties amendments (1)

THE MALAYSIAN *Government Gazette* dated December 3, 1970, published the Customs Duties (Amendment) (No. 26) Order, 1970, which amends the First Schedule to the Customs Duties Order, 1968 by deleting the tariff sub-item 910 – Parts, of tariff heading No. 73.36, and inserting in its place sub-headings 911 and 990 as shown below:

Heading No.	Description	Unit of quantity	Federation Common Tariff [Paragraph 2 (1) (d)]
(1)	(2)	(3)	(4)
73.36	Stoves (including stoves with subsidiary boilers for central heating), ranges, cookers, grates, fires and other space heaters, gas-rings, plate warmers with burners, wash boilers with grates or other heating elements, and similar equipment, of a kind used for domestic purposes, not electrically operated and parts thereof, of iron or steel:		
	Parts:		
911	burners for kerosene stoves	Value	$5 each
990	Other	Value	35%

Any inquiries from British exporters regarding this notice should be made to Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 401, 468 and 469).

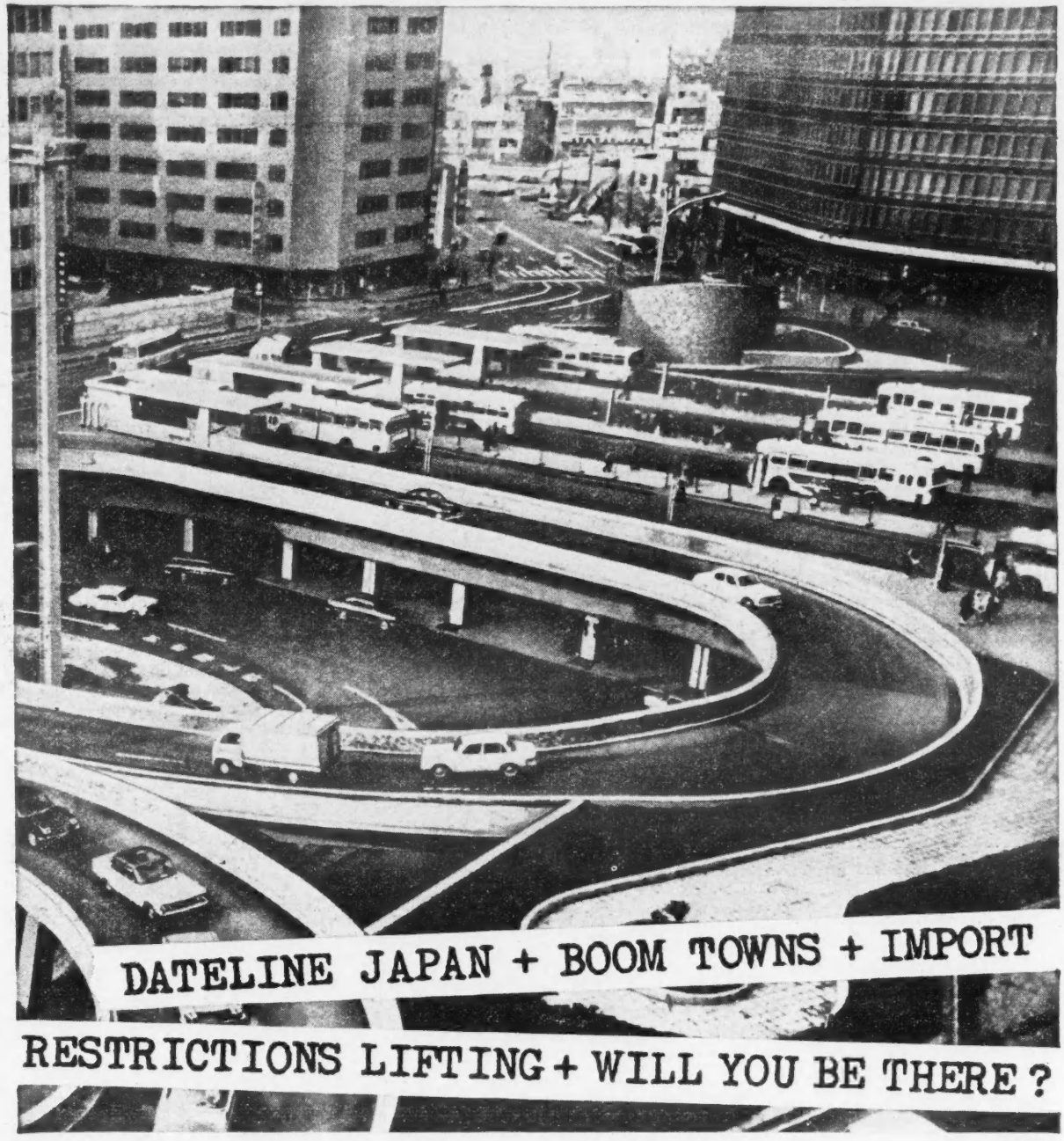
Customs duties amendments (2)

THE MALAYSIAN *Government Gazette* dated December 3, 1970, published the Customs Duties (Amendment) (No. 27) Order, 1970 which amends the First Schedule to the Customs Duties Order, 1968, as follows:

Heading No.	Description of goods	Unit of quantity	Federation Common Tariff
85.18	Electrical capacitors (condensers), fixed or variable:		
800	Other	No.	Nil

The word 'Nil' appearing in column 4 should be substituted by the words '25% or $1 whichever is the higher'.

Any inquiries from British exporters regarding this notice should be made to Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 401, 468 and 469).



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AUSTRALIA

Dumping Tariff Board Inquiry

THE AUSTRALIAN Minister for Customs and Excise has referred to the Tariff Board for inquiry and report the following questions, being matters arising out of Section 7 of the Customs Tariff (Dumping and Subsidies) Act, 196!-65:

(a) whether 2, 4, 5-trichlorophenoxyacetic acid and its esters, salts, (including amine salts) and goods based on the foregoing;
2, 4, 5-trichlorophenol (tariff items 29.16.300, 29.07.100, 29.23.900 and 38.11.200) have been or are being sold to a person in Australia at an export price which is less than the normal value in the country of exportation;
(b) whether, if the answer to (a) is in the affirmative, the exportation or those goods is causing or is threatening injury to an Australian industry.

Interim anti-dumping action in the form of cash securities has been imposed on goods exported to Australia from January 4, 1971.

This matter has been reported by the British High Commission at Canberra which has been asked by the Australian authorities to notify them at the earliest possible date if any United Kingdom interests propose to tender evidence. In accordance with normal procedure notification in this instance should be given to the Australian authorities not later than January 25. Before this date, therefore, United Kingdom Trade Associations or firms intending to submit evidence to the Tariff Board should so advise the Commercial Relations and Exports Division, Department of Trade and Industry, 1 Victoria Street, London, S.W.1 (Tel. 01-222 7877, Ext. 2319), quoting reference No. CRE 1978/70.

Tariff changes

DETAILS ARE GIVEN below of changes made in the Australian Customs Tariff by Customs tariff proposals which came into effect on December 23, 1970 and are consequent upon the Special Advisory Authority inquiry into acetone derivatives.

Amendments to Part II of the First Schedule to the Customs Tariff 1966-70

Tariff item	Goods	Rate of duty	
		General	Preferential
Omit note 8 to Chapter 29, insert the following note: '8. The following goods are specified for the purposes of sub-item 29.04.5 or 29.13.3, that is to say, goods that: (a) were in transit to Australia on November 9, 1970; and (b) are entered for home consumption within 21 days after importatioa'			
Omit sub-item 29.04.3, insert the following sub-item:			
'29.04.3	Butyl alcohols; ethanediol; monohydric primary alcohols containing not less than 6 carbon atoms	25%	15%'
After sub-item 29.04.4 insert the following sub-item:			
'29.04.5	4-methylpentan-2-ol	25%, and except in respect of goods specified in note 8 to this Chapter, a temporary duty of $70 per ton	15%, and, except in respect of goods specified in note 8 to this Chapter, a temporary duty of $70 per ton'
Omit sub-item 29.13.2, insert the following sub-items:			
'29.13.2	Mesityl oxide; ethyl methyl ketone	25%	15%
29.13.3	isoButyl methyl ketone; diacetone alcohol	25%, and, except in respect of goods specified in note 8 to this Chapter, a temporary duty of $70 per ton	15%, and, except in respect of goods specified in note 8 to this Chapter, a temporary duty of $70 per ton'
After note 13 to Chapter 84 insert the following note: '14 The following goods are specified for the purposes of sub-item 84.23.5, that is to say, goods that: (a) were in transit to Australia on December 22, 1970 and are entered for home consumption within 21 days after importation; or (b) were in bond in Australia on December 22, 1970 and are entered for home consumption on or before January 21, 1971'.			
After sub-item 84.23.4 insert the following sub-item:			
'84.23.5	Drill rods or pipes for diamond drilling machines, but not including goods specified in note 14 to this Chapter	20%	10%'

Inquiries from British exporters about this notice should be addressed to Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 468, 469 and 401).

Cash securities: jams, fruit jellies and marmalades

THE DEPARTMENT of Trade and Industry has been notified by the British High Commission at Canberra that an investigation is taking place on the question of dumping of jams, fruit jellies and marmalades into Australia.

Provisional anti-dumping action by way of cash securities has been introduced on imports of these goods into Australia from December 23, 1970.

Inquiries about this notice should be addressed to the Commercial Relations and Exports Division, Department of Trade and Industry, 1 Victoria Street, London, S.W.1 (Tel. 01-222 7877, Ext. 2319), quoting Reference No. CRE 1970/70.

INDONESIA

Industries closed for foreign investment

THE INDONESIAN Government has released details of 30 industries closed for foreign investment in Indonesia.

Light industrial field	Remarks
1 Milk and other dairy products	
2 Battery	
3 Vetsin Monosodium glutamate	
4 Cigarettes	
5 Matches	
6 Paint	
7 Plastic and leather shoes, slippers, etc.	
8 Patjol (hoe, speds)	
9 Nail/wooden screws	
10 Laundry soaps	Except non-soap detergents
11 Coconut oil	Except other vegetable oils/edible oils, but not from copra/coconut
12 Flour mill	
13 Tooth paste	
14 Biscuit and confectionery	
15 Boot polish	
16 Bicycle tyres and tubes	
17 Plastics ware (including formica sheets) (except decorative plywood)	
18 Printing	Except lithographic printing
19 Bicycle assembling plant	Except bicycle parts manufacturing
20 Printing ink	
21 Enamel works	
22 Aluminium household ware	
23 Candies	
24 Soft drinks, beverages	
25 Concrete tiles, porcelain tiles	
26 Bricks and tiles	Except refractory bricks
27 Sewing machines assembling plant	Except sewing machines part manufacturing
28 Ice cube	Except as a supplementary part of a non imported item
29 Can making	Foodstuff canning plant
30 Watch assembling	

The foregoing list may be added to or otherwise altered without formal notice. Where application under Form A (the first formal step in making application to invest in Indonesia under the Foreign Investment Law No. 1 of 1967) has been made, or is contemplated, firms are advised to seek an assurance that they may proceed to the next stage (Form B) without prejudice and that they will not be prevented from making an investment without early and formal notice.

Firms contemplating an investment in Indonesia are advised to get in touch with Commercial Relations and Exports Division, Department of Trade and Industry, Room 313, 1 Victoria Street, London, S.W.1 (Tel. 01-222 7877, Ext. 2253).

JAPAN

Refund of import duty

JAPANESE CUSTOMS regulations lay down certain circumstances under which import duty may be refunded. The two regulations which most directly affect British exporters are:

a. circumstances in which duties are paid by mistake; and
b. circumstances in which goods are found to be different from

those ordered by the importer, and are subsequently shipped back to the supplier.

In order to obtain a refund of duty under method b, the following criteria must be observed:

i. Documentary evidence will normally be required to prove that the goods supplied differed from the goods ordered;

ii. The incorrect consignment must be re-exported within six months of import; and

iii. The re-export must be carried out under the supervision, or with the prior approval, of the Japanese Customs who were aware at the time of the circumstances surrounding the case.

Inquiries arising from this notice should be addressed to the Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 475 or 420).

CHILE

New exchange regulations

AT ITS MEETING No. 675 held on December 9, 1970 the Executive Committee of the Chilean Central Bank adopted the following resolution which was promulgated in the *Official Gazette* on December 15, 1970:

(1) All salaries of persons, Chileans or foreigners with more than two years of *accumulated* residence in Chile, which are payable under contract in any foreign currency must be paid in Chilean currency at the rate of exchange ruling in the Brokers' market on the day of payment.
(Note: There are two exchange markets in Chile:
(a) the 'Bank' market for all foreign trade transactions,
(b) the 'Brokers' market for all others.
The rates in (b) are slightly higher, i.e. more favourable to the seller of foreign money than (a)).

(2) Foreigners who have less than two years' residence in Chile and are in the same situation (i.e. emoluments fixed for payment in a foreign currency) must sell 50 per cent of their monthly emoluments in the Brokers' exchange market. The employer must satisfy himself that this requisite is complied with month by month, otherwise he may not make any further payment to his employee. The remaining 50 per cent must be deposited in the foreign currency concerned in a current account with the Banco del Estado. Drawings against this account may only be made for sales of exchange in the Brokers' market or for making duly authorized remittance abroad. All salary contracts with persons in this category must be submitted to the Central Bank for approval, otherwise they are not legal and no payment may be made under them.

(3) Nothwithstanding the provisions of (1) and (2) the Central Bank may in special circumstances, specifically authorize payment of salaries in foreign currency in any other way.

(4) All other payments in a foreign currency arising directly or indirectly from employment contracts must be submitted to the Central Bank for approval.

(5) The present regulations shall become operative on January 1, 1971 with the exception of (4) which will come into force immediately.

Any inquiries relating to this notice should be addressed to Commercial Relations and Exports Department, Department of Trade and Industry, 1 Victoria Street, London, S.W.1 (Tel. 01-222 7877, Ext. 2289).

NICARAGUA

Duty exemption on raw materials for making goods for export

DECREE NO. 22 published in Nicaragua on November 19, 1970, provides for the duty-free importation of raw materials for the manufacture of goods for export to outside the Central American Common Market. Duties and taxes must be guaranteed by a bond, which will be cancelled if the finished goods are exported within 120 days.

British exporters may obtain a copy of an unofficial translation of the Decree from Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Exts. 474, 476 or 7312).

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BOLIVIA

Tariff change

BOLIVIAN MINISTERIAL RESOLUTION 668/70 has lifted the prohibition but raised the duty on the following item of the Customs Tariff:

Tariff No.	Description	Specific Pesos per Kilo	*Ad valorem* cif	Additional Tax *Ad valorem* cif
94.1.02	Garden, beach and gymnasium furniture, folding beds of light steel and canvas	20·00	50%	18%

British exporters can obtain further details from Tariff Section Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ex. 474 or 476).

ARGENTINA

Foreign exchange dealings authorised

IN *Trade and Industry* of December 9, 1970 EIS/Notice No. 69 of December 10, 1970, restrictions were announced on the sale of foreign exchange for non-essential goods. Following increases in import duty, exchange is now available for all commercial transactions. All purchases have to be made through banks, who must satisfy themselves that transactions are justified.

All inquiries from British exporters about this notice should be addressed to Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 474, 476 or 7312).

ECUADOR

New regulations for animal fats used in manufacture of lard and soap

ECUADOREAN DECREE 571 of October 20, 1970 introduces new regulations for fats of animal origin used in the manufacture of vegetable lards. New specifications also apply for imported denatured fats used in the manufacture of beauty and washing soaps.

British exporters can obtain further information from Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 474 or 476).

UNITED STATES

United States Trade Bill

ON JANUARY 3, 1971 the 91st Congress of the United States ended its term of office. It did not complete its consideration of the Trade Bill and the Bill therefore lapses. It will now be for the 92nd Congress, which is due to convene about January 20 to decide whether it wishes to proceed with trade legislation and what form such legislation should take.

Further details may be obtained from the United States Section, Commercial Relations and Exports Division, Department of Trade and Industry, 1 Victoria Street, London, S.W.1 (Tel. 01-222 7877, Ext. 3365).

Banned hazardous substances: certain children's toys

A NOTICE was published in *Trade and Industry* on December 9, 1970, containing proposals for the classification in the United States of certain toys as banned hazardous substances.

After consideration of comments received the Commissioner of Food and Drugs has further amended the proposals to distinguish more clearly between those toys which are banned and those which are exempted, effective from December 19, 1970.

Further details may be obtained from Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Exts. 455, 456, 457) Ref. FR 19.12.70.

Fair Packaging and Labelling Act

A NOTICE published in *Trade and Industry* on November 4, 1970 and Export Intelligence on November 5, 1970 proposed the exemption of paper table covers, sheets and pillowcases from certain labelling requirements.

After consideration of comments received the United States Federal Trade Commissioner has adopted the proposals with effect from January 15, 1971. Written comments may be submitted to the Secretary of the Commission not later than the effective date.

British exporters may obtain further details from the Tariff Section, Exporta Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 455, 456, 457). Reference FR 17.12.70.

'Buy American' preference on 'Hand and Measuring' tools for GSA

THE *Board of Trade Journal* of September 9, 1970 and Export Intelligence Service card of September 11, 1970 gave notice of the moves in the United States Congress to enact legislation to increase the margin of preference given to United States manufacturers of 'hand and measuring' tools bidding for contracts with the United States General Services Administration (GSA). The GSA is the organization responsible for the purchase of such items on behalf of all United States Departments including United States Armed Forces.

Legislation has now been passed increasing the level of preference to 50 per cent for United States domestic manufacturers bidding to the GSA. The authority for this increase is attached to a United States Appropriations Act, and as such must be renewed each year with the Act.

Any British exporter wishing further details should contact the Commercial Relations and Exports Division, Department of Trade and Industry, 1 Victoria Street, London, S.W.1 (Tel. 01-222 7877, Ext. 3364).

Children's sleepwear

THE DECEMBER 9 issue of *Trade and Industry* gave notice of proposed new standards of flammability for young children's sleepwear. The United States Department of Commerce has now extended the time for filing comments to January 29, 1971.

Further details may be obtained from the United States Section, Commercial Relations and Exports Division, Department of Trade and Industry, 1 Victoria Street, London, S.W.1 (Tel. 01-222 7877, Ext. 2397). Reference FR 19.12.70.

(Continued on next page)

COLOUR BLOCKS FOR FRONT COVER

Colour cover blocks: *The Editor will be pleased to consider prints of suitable export pictures for which letterpress blocks are available for front cover colour illustrations. Colour transparencies from which the submitting firm intend to have blocks made for their own publicity purposes will also be considered.*

Black and white prints: *These should be action photographs showing United Kingdom goods being inspected by overseas buyers or in process of being packed or shipped for export or being unloaded, installed or in use at the overseas destination. Photographs of United Kingdom businessmen in discussion with overseas buyers and of visitors at exhibition stands overseas are also acceptable.*

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UNITED STATES, *continued*

Importation of wildlife in to the United States

NOTICES IN THE *Board of Trade Journal* of June 17, 1970 and *Trade and Industry* of October 28, 1970 and Export Intelligence Service cards on June 23, 1970 and October 23, 1970 brought to the attention of British Industry the new legislation in the United States governing the importation of all wildlife (including products) and in particular the importation of rare animals (and products) judged by the United States Department of the Interior to be in danger of world-wide extinction (endangered species).

Due to an administrative oversight the United States Government withdraw a large number of animals from the list of endangered species, but have now put them back on, adding several more species. The importation of such animals (or products) into the United States is prohibited. Any British exporter wishing to have a list of the animals affected, or any other information about the legislation should contact the Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 455/6/7).

(Continued on next page)

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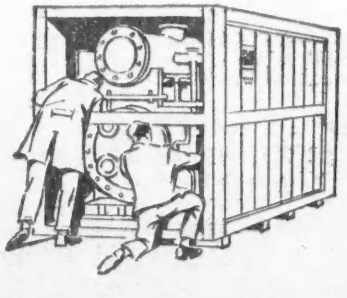

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UNITED STATES, *continued*

Transportation of hazardous materials—polyethylene liners, flash-points

THE *Board of Trade Journal* of September 23, 1970 and the Export Intelligence Service card of September 22, 1970 gave notice of the United States Hazardous Materials Regulations Board's proposals to increase the marked capacity of Department of Transportation specifications 2S and 2SL polyethylene liners from 29 and 53 gallons to 30 and 55 gallons respectively. The Board also proposed the authorization of the use of high polyethylene (type 111) on specification 2U liners up to 6½ gallons maximum capacity.

Comments were asked for and following a show of approval the Board have now decided to adopt these proposals with effect from March 10, 1971, although compliance with the new regulations is already authorized. Any British exporter wishing further details should contact the Tariff Section, Export Data Branch, Department of Trade and Industry, Export House, 50 Ludgate Hill, London, EC4M 7HU (Tel. 01-248 5757, Ext. 455/6/7). Reference FR 5.12.70.

THE UNITED STATES Department of Transportation, Hazardous Materials Regulations Board is considering an amendment of the testing regulations to determine the flash-point of flammable liquids. The proposal is to specify the use of Tagliabue (Tag) closed-cup tester (ASTM D 56-70) instead of Tagliabue (Tag) open-cup tester ((ASTM D 1310-67), which is presently specified.

The Department have invited comments on these proposals and the Bureau of Mines report on this method and interested persons should make their comments known on or before March 2, 1971. British exporters may obtain further details from the Commercial Relations and Exports Department, Department of Trade and Industry, 1 Victoria Street, London, S.W.1 (Tel. 01-222 7877, Ext. 2647). Reference FR 5.12.70.

The British Livestock Company, a member of the British Agricultural Export Council, has completed shipment to Nova Scotia of 1,427 ewes and rams for breeding. This successful project is one on which the Council, BLC and the Canadian authorities have been working together since July 1969. In this picture a consignment of the British pedigree stock is seen being unloaded at the farm of Mr. Andrew Richardson, Scotsburn, Pictou Co., Nova Scotia. Looking on are members of Mr. Richardson's family and (centre, spectacled) Mr. D. L. Parks, Deputy Minister of Agriculture for Nova Scotia.

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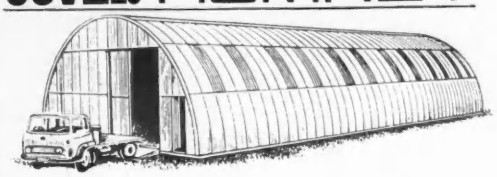

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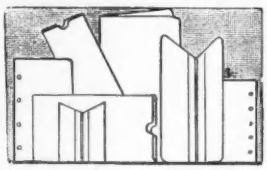

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